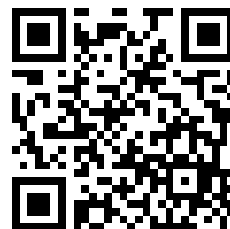
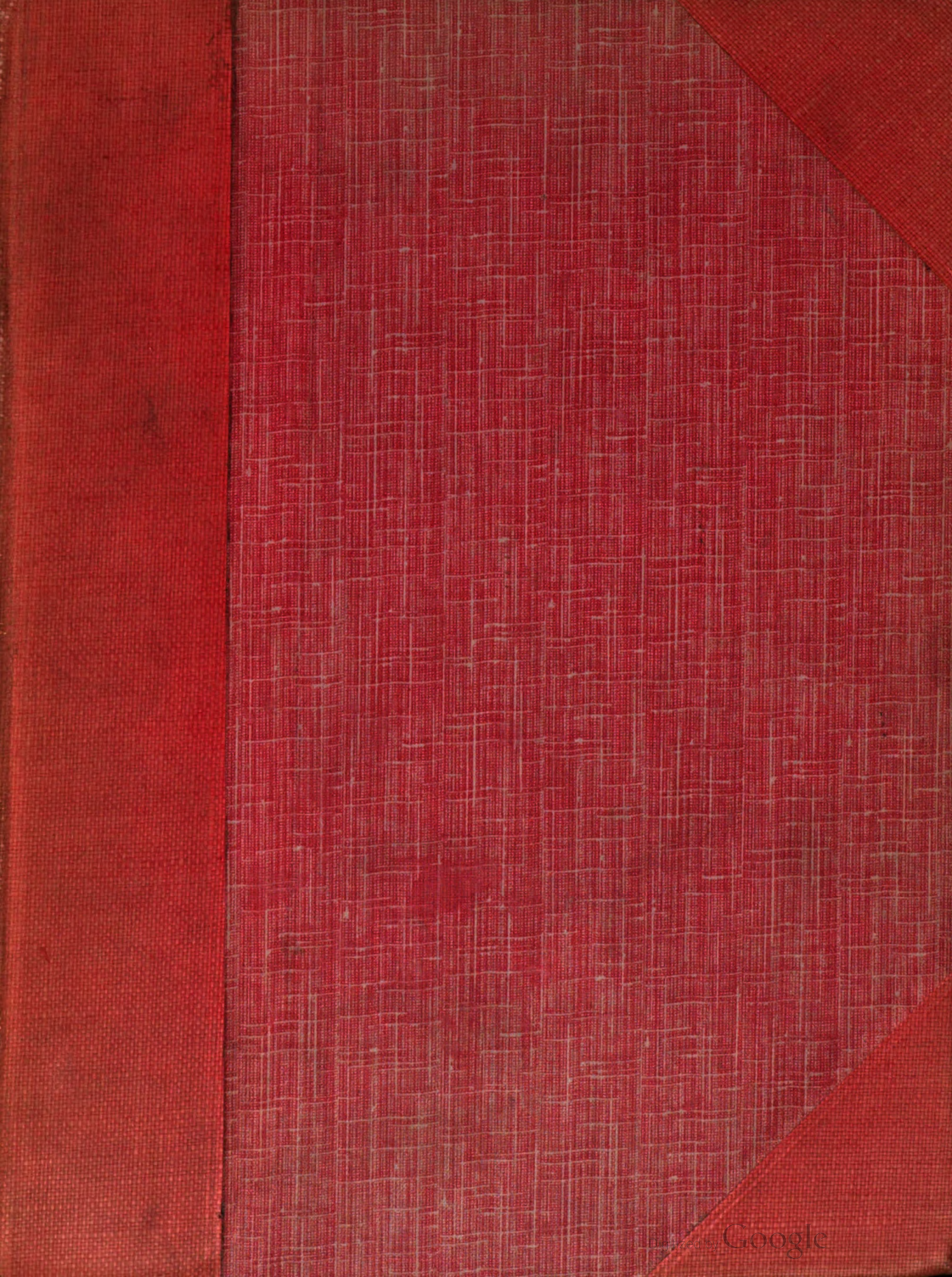
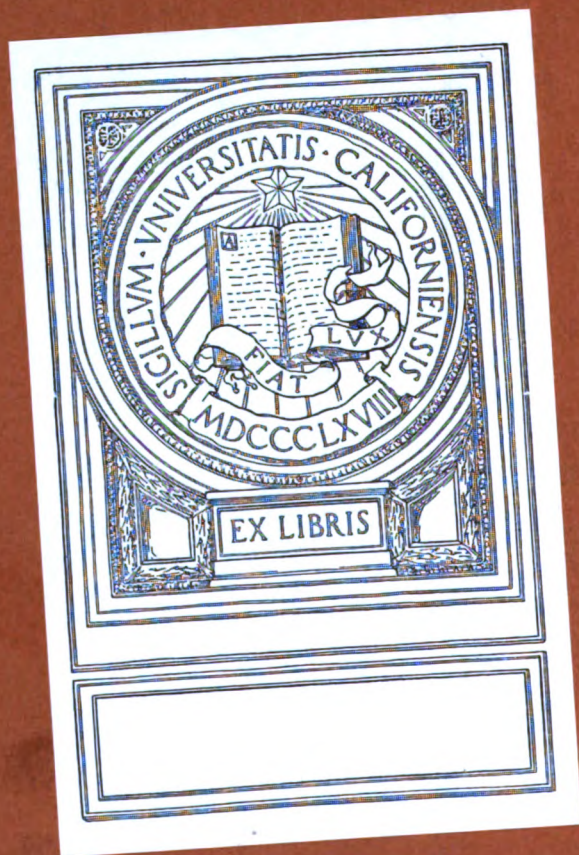

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GENERAL THE RIGHT HON. THE LORD BYNG, G.C.B., G.C.M.G., M.V.O.,

THE CAVALRY JOURNAL

WITH THE SANCTION OF THE ARMY COUNCIL.
UNDER THE DIRECTION OF
FIELD-MARSHAL THE EARL HAIG, K.T., G.C.B., ETC. (COLONEL ROYAL
HORSE GUARDS AND 17TH/21ST LANCERS),
LIEUT.-GENERAL SIR R. S. S. BADEN-POWELL, BT., G.C.B., K.C.V.O.
(COLONEL 13TH/18TH HUSSARS),
LIEUT.-GENERAL SIR P. W. CHETWODE, BT., K.C.B., K.C.M.G., D.S.O.,
COLONEL COMMANDANT A. E. W. HARMAN, C.B., D.S.O.,
LIEUT.-COLONEL SIR A. LEETHAM, KT., C.M.G., F.S.A.

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THE CAVALRY JOURNAL

JANUARY 1923

THE CAVALRY JOURNAL COMMITTEE

THE annual meeting of the Committee was presided over by Field-Marshal Earl Haig of Bemersyde, and took place in the Council Room of the Royal United Service Institution on November 4. The following officers were present: Field-Marshal Earl Haig; Lieut.-General Sir Philip W. Chetwode, Bart.; The Managing Editor; Col.-Commandant A. E. W. Harman; Col.-Commandant G. A. Weir; Lieut.-Colonel Sir Arthur Leetham; Squadron-Leader W. R. Read.

The minutes of the last meeting having been read, the statement of accounts, as circulated to commanding officers, was examined and passed.

Lieutenant-General Sir Philip W. Chetwode, Adjutant-General to the Forces, proposed a vote of thanks to the members of the Editorial Staff who had resigned during the year; the motion was seconded by Colonel-Commandant A. E. W. Harman, Commanding 1st Cavalry Brigade, and carried unanimously.

The names of the retiring Editors were: Colonel Ewing Paterson, D.S.O., Cavalry School, Netheravon; Colonel-Commandant C. L. Norman, D.S.O., M.V.O., A.D.C., Cavalry School, Saugor; Colonel J. C. Livingstone-Learmonth, C.M.G.,

D.S.O., R.H.A.; Captain F. E. Hotblack, D.S.O., M.C., Tank Sub-Editor; Squadron-Leader A. W. H. James, M.C., R.A.F., Sub-Editor.

A vote of thanks, to be communicated to voluntary contributors who are not on the staff of the JOURNAL, was proposed by Colonel-Commandant Weir, seconded by Major-General Sir Nevill Smyth, and carried *nem. con.*

At the proposal of the Field-Marshal, it was decided to ask each Cavalry regiment to nominate a representative to help the sale of the JOURNAL and to contribute regimental news.

It was decided that the Cavalry Officer for Staff duties at the War Office should be *ex officio* a member of the JOURNAL Committee.

The following matters were also dealt with: Advertisements; JOURNAL sales; method of printing of plates; tenders for printing; editorial resignations and re-elections.

The Field-Marshal having expressed approval of the results of the past year and commended those concerned, the proceedings terminated.



**GENERAL THE RIGHT HONOURABLE LORD BYNG
OF VIMY, G.C.B., G.C.M.G., M.V.O.**

JULIAN BYNG ('Bungo') is not the first of his line to earn a peerage for distinguished military services, his grandfather, Sir John Byng, one of the most successful commanders in the Peninsular War, being created first Baron, and subsequently the Earl of Strafford.

Joining the 10th Hussars at Lucknow in 1883, Byng was fortunate in receiving his baptism of fire within a year with the Soudan Expeditionary Force, being present at El Teb and Tamai in 1884.

In 1887 he was appointed adjutant of his regiment, then quartered at Hounslow, where his contemporaries will recall that in the daytime he was seldom seen off the Barrack Square, while at night, as corner man, he was the life and soul of the regimental nigger troup. During this period he probably found ample scope for exercising his steadying influence in controlling the effervescent spirits of his brother subalterns, amongst whom were numbered George Bryan, Joe Lawley, Junks Onslow, Charles Kavanagh, Everard Baring and Ned Baird.

The South African war gave him his next opportunity for active service, when, in command of the South African Light Horse, he gained that experience of dealing with the Overseas Forces which stood him in such good stead in later years. For his services in this war he was twice mentioned in despatches, promoted to the rank of Brevet Lieut.-Colonel, and received the Queen's medal with six clasps and the King's medal.

In 1904-5 he was Commandant of the School of Instruction for Cavalry at Netheravon, and from 1907 to 1909 he commanded the 1st Cavalry Brigade at Aldershot, being promoted Major-General in the latter year.

His next command was the East Anglian Territorial Division, 1910-12. He raised this Division to a high state of efficiency, and was much appreciated by all ranks for the way in which he sacrificed his dinner hour, 7 p.m. to 10 p.m., so sacred to the majority of Englishmen, in regular attendances at the various drill halls of the units of that command.

In 1910 he also edited the CAVALRY JOURNAL, devoting much time and trouble in collecting material and maintaining its high standard.

From 1912 to 1914 he commanded the troops in Egypt.

The outbreak of the European War in 1914 gave him the opportunity of proving that thirty years' soldiering had not blunted his energy, and that once again Cavalry training had developed a man with the qualities of a great leader. From the commencement until the end he forged steadily ahead, commanding successively a Cavalry Division, a Cavalry Corps, the IXth Army Corps, the XVIIth Army Corps, the Canadian Expeditionary Force, and finally the IIIrd Army.

It is not possible to enter into a detailed account of his crowded life during these war years. He was early in the thick of it, landing in Belgium in October 1914 in command of the 3rd Cavalry Division, which, with the 7th Division, attempted the relief of Antwerp; then the first battle of Ypres, where his Division, in reserve behind Zonnebeke, was used here, there, and everywhere, always in the right place at the right time.

Next we hear of him in Gallipoli, in command at Suvla Bay in August 1915; then back in France at the battle of Arras in April 1917, when, in command of the Canadians, Vimy Ridge, a dominating height which had baffled the Allies for over two years, was successfully attacked and held. In

November of the same year he directed the attack on Cambrai with its striking initial success, which set the bells of St. Paul's ringing; oblivious of Walpole's remark: 'They are ringing their bells now, they will soon be wringing their hands.'

The final year, in command of the IIIrd Army, which, in March 1918, held the line from Arras to Gouzeaucourt, a distance of 27 miles. In August began the offensive in the battle of Bapaume, leading up to the capture of Cambrai, the crossing of the Selle, the capture of Solesmes, the fighting at Valenciennes and the battle of the Sambre.

At the conclusion of the war, he was thanked by Parliament for his distinguished services and granted £30,000.

In 1921 he was appointed Governor-General of Canada, an appointment which was warmly welcomed out there by his old comrades, and from all accounts he is earning golden opinions, and has shown remarkable insight in the complex tariff questions affecting East and West Canada in inverse ratios. We feel sure that his sojourn in the Western Hemisphere will promote the confidence of all sections and interests and do much to reconcile any difficulties that may exist in the path of Imperial co-operation.

O. V. L.



OLD BUTTON.
CANADIAN MILITIA.

PROGRESS

‘The transition from war to peace is, in an imperfectly organised society, a process necessarily dangerous because it involves the change from a condition of relative moral stability to one of relative moral instability.’—‘Instincts of the Herd in Peace and War.’—*Trotter*.

THE threatened changes which hang like a black cloud over us are certainly disquieting. We begin to realise the meaning of Shakespeare’s words, ‘Now is the winter of our discontent.’ The same thing has happened after every war; it is the necessary outcome of war. Military criticism has always rushed to extremes, and takes a long time to recover its balance. The South African War left us for a time with a desire for mounted riflemen, pom-poms, and scattered formations. To-day it is hesitatingly suggested that the tank should replace cavalry, though Colonel Fuller and Colonel Croft, in the R.U.S.I. Military Prize Essays of 1919, which dealt chiefly with the tank question, are no party to such an idea. Colonel Croft states: ‘The moral effect of mechanics and other scientific inventions is greater than any material effect, however overwhelming the latter may happen to be.’

It has been truly said that the deadliest of weapons is surprise, a moral weapon which essentially belongs to cavalry, since rapidity is an all-important element to success. To be rapid is to be mobile, and this puts the tank in a very secondary position, seeing that for it the ground is so frequently unsuitable for fast movement, or for movement at all. Colonel Croft wisely says, ‘No amount of mechanical or scientific ingenuity will save the nation which is content to rely entirely on such aids.’ This is a sufficient foreword to show that the black cloud is nothing more than a threat, and that we may safely

step outside the house and take stock of our surroundings. And it is as well we should do so in our own interests if Colonel Fuller's statement is correct : ' When an unbiased philosophical analysis of power of judgment exercised by the higher commanders in the Great War is made, an astonishing discovery will follow, namely, that most of their actions were based on chance and the misinterpretation of events rather than on skill and foresight, this being due to the inchoate condition of their knowledge of the science of war.' Success in war always has been and always will be a moral rather than a material question. Consequently it is the first duty of Army reformers to concern themselves primarily with what are rather moral than material problems.

An analysis of Cavalry, commencing in August 1914, shows us an army which had been trained by and took the field under the immediate leadership of a Commander whose name history will make much of. No finer body ever set out on a great enterprise. Never had cavalry been so admirably prepared for the business in hand; it is well to bear this in mind, for to understand the past and to judge the present is to foresee the future. Let us judge the present. A paragraph in Lieut.-General Sir John Keir's book ' A Soldier's Eye-view of our Army,' is comforting reading for the aspiring cavalryman. The sentence runs : ' It is not, however, the future of the arm (cavalry) that causes us concern, but the insidious ills that will doubtless arise from the domination in our army of a particular sect which has been able to gain and maintain an unfair start in the race for promotion and advancement It is doubtful whether a certain number of them (Mr. Churchill, Lords Ypres, Haig, Allenby, Byng, Sir William Robertson, etc.) would ever have reached the positions they were or are now holding, had they commenced their careers in some other branch of our service.' Sir John Keir does not explain what advantages were obtained by joining the cavalry, though it is obvious that a branch of the Service which

carries out the forward reconnaissance for the army gives, to wits sharpened to activity by peace training, opportunities which cannot be filched by the slower moving arms.

It is said that the ability to reach a correct decision without delay is not an inherited characteristic. It is a habit of mind that is the result of systematic self-training in decision applied to all situations as they arise in our daily occupations. A correct decision necessarily involves a logical consideration of all available information and experience. But many men who have both this knowledge and experience are comparatively unable to decide their line of action, simply because they have not trained their minds to do so. This training is essential to the development of this faculty. Even Jorrocks advises that 'To 'unt pleasantly two things are necessary: to know your 'oss and to know your own mind.'

It would appear as if the above-mentioned leaders had taken time by the forelock, had trained their minds, were decided upon their line of action, and had reaped a just reward. Sir John Keir unconsciously pays tribute to their forethought; his words should encourage others to follow their great example.

Colonel Ross, in his book on the Russo-Japanese War, says it is difficult for any but a cavalryman to grasp the exact nature of the expression 'Cavalry Spirit.' It is not easy to define. Good fellowship stands out. Other ingredients are dash, physical and moral fearlessness. To make full and successful use of these there must be knowledge with sound judgment and the lightning application of it. No better example can be given than that of the policemen who, with truncheons only, drove before them and captured the two murderers of Sir Henry Wilson, these murderers being armed with revolvers and ammunition. Yet they dared not fire, the moral force of such determination as shown by the policemen being too compelling and hypnotic.

Certain it is that the late war has inculcated a policy of 'wait and see' in our cavalry, due to position warfare, The

dominant feature in cavalry work is to go and meet the danger and not wait for it. Immobility, physical, moral and intellectual stagnation surrender a man unreservedly to his emotions, whereas movement, work of any kind, tends to deliver him from them. What would have been the effect on the Germans in March, 1918, if several British cavalry divisions, employed as cavalry, had surprised them in their march westwards? What a tonic for the nerves of our weary infantry even the smallest setback to the German advance would have been! History has proved the success of such a counter-move. It requires a master mind to prepare it and a master hand to release this 'bolt from the blue.' Colonel Henderson ('Science of War'): says 'Every arm has an individuality of its own. It is a living organism of a very sensitive temper, and it can neither be properly controlled nor efficiently directed except by those who are in full sympathy with its every impulse.' The question arises, what are the impulses of cavalry? The word 'impulse' is well chosen, for it is exactly this which should be the guiding spirit in cavalry movement. It is the desire to push on, to refuse to be denied. Clausewitz speaks of the 'untimely boldness' which 'is an exuberant growth showing a rich soil.' This growth is rare; it must be cultivated, and in its cultivated form introduced everywhere.

Opportunities for cavalry action are so fleeting that the utmost dash is required for success. Lord Wolseley, in his 'Soldier's Pocket-book,' points out that minutes are almost as important to cavalry as hours are to infantry. It is necessary to be wise before the event. The supreme importance of character in war is an established fact. For a cavalry leader of any rank, character is the driving power. Real character that is, not such as is described by Colonel Ross: 'The man who, though very stupid and ignorant, is the fortunate possessor of an aquiline nose or a prominent chin, will often pride himself on his character. As a matter of fact it is

impossible for a man to possess character, military character that is, without knowledge.' It is of minor importance what material the cavalry section is composed of so long as its commander has been trained, and is a man of determination; his will-power and suggestion will carry the less venturesome materially forward. Colonel Henderson writes: 'The moral training of the soldier should be as thorough as the technical. The discipline of the mass is insufficient. He must be taught, and taught so thoroughly that the idea has become an instinct, to depend on himself alone, to feel that his individual skill and individual endurance are the most important factors in the fight, and that when orders no longer reach him he must be his own General.' Such teaching is not required to the like extent in any other arm of the Service. With cavalry the Herd system is not sufficient; it must go one better. As MacCurdy, 'Psychology of War,' points out, 'the success of military training consists essentially in the acquisition of the Herd spirit, the gain of a feeling that the herd is always present even if it be only in imagination. When this is accomplished the prodigies of devotion and self-immolation which are a commonplace of mass formation can become possible individually.' Driving power may be applied to cavalry which would break the heart of and ruin infantry. It is unwise to attempt to squeeze yet another fight out of infantry which is thoroughly exhausted. With cavalry the case is different; it is the horse that does the marching, and greater efforts, reasonable efforts, may be asked of the cavalryman than of the infantryman. These efforts must be directed by a leader who is in 'full sympathy with its every impulse.' This should all be thought out and explained in peace training; facts must be faced. The strain of battle is enough in itself without adding extra burdens to the mind during the progress of the conflict.

It is a strange fact that in a nation of horsemen as the British are the cult of horse-mastership attracts so little. The

cavalryman is entirely dependent on the welfare of his horse. A regiment will succeed or fail in war in a great measure according as the horse department receives attention. Yet it is no exception to find that in peace training so little interest is taken over horse-mastership. Sometimes a commanding officer will leave the entire organisation of it to his squadron commanders on the plea of encouraging initiative. The squadron commander in his turn, for various reasons, deposes the troop leaders to take the matter out of his hands, forgetting that troop leaders without any experience are dependent on their troop sergeants, and that troop sergeants have a host of duties other than horse-mastership to attend to. At midday stables, so long as the day is not a holiday, the horse becomes acquainted to a greater or lesser degree with his officer; at other times the orderly officer is responsible. It is hardly a system calculated to assist the horse. Too much is left to the judgment of non-commissioned officers, excellent in their way, but up against much work, such as guards, rosters, duties, etc., the neglect of which may be the ruination of their future. Is it possible then to reach a high standard of horse-mastership under such conditions? It is the master's eye that fattens the horse, and the eye must be applied at other times than the midday stables if good results are desired. Think of the methods employed by some of our cavalry leaders with the stud of polo ponies belonging to the team, and the strict horse-mastership which the members of the team were put through. The omission on the part of the young officer to interest himself in horse-mastership is usually not his fault. Horse-mastership does not end with the care of the horse inside the stable only; it embraces that deadly word 'exercise.' To fill in a period of time moving in desultory fashion in column along an oft-traversed route produces in both man and horse, to quote Mahan's words, 'The monotony which most saps health through its deadening influence on the mind and spirits.' Owing to lack of riders it

is often necessary to employ this form of exercise. The weariness of it can be modified, and even interesting instruction can be given, if officers will set themselves to make a plan. But, and here comes the rub, it entails the presence at exercise of the officer, and needs to be organised and carefully thought out beforehand.

Yet another point which requires attention. Frequently even when horse-mastership has been carefully taught, the application of this teaching is neglected even on the first march out *en route* for manœuvres or a campaign. Watering, feeding, pace, slackening of girths, dismounting and in the correct manner, leading of horses, attention to feet, all are forgotten. The fault often lies with the Brigade Commander, who is so obsessed with the business in hand that he neglects to pay attention to discipline and the welfare of horse and man on the march and forgets to depute an agent to do so. It was no uncommon thing to see, on the termination of manœuvres in England, a junior cavalry officer commanding his regiment on the march back to where it was stationed, the senior officers having proceeded on leave—this too at a time when horses needed the greatest individual attention from officers. Even discipline itself is not improved by such a system. Lessons learned by experience on the field of mimic battle need to be explained and impressed upon all concerned while the memory of them is still fresh in the mind.

As to weapons. We shall not improve upon our standard of 1914. In the words of the cavalryman Von Schmidt: 'For us progress lies less in technical improvements and inventions than in a mental, intellectual direction; progress which is nearly described by the following words: handiness, mobility, manœuvring power, rapidity, independence, lightness.' During the latter stages of the war, lack of judgment was apparent in deciding what equipment was required to be carried along for the business in hand. The decision rested with the cavalry itself—that is, with those who

controlled it. It was thought, because the manuals provided for certain articles as belonging to cavalry equipment, that these articles should be carried on all occasions, irrespective of their utility on the special occasion. Consequently mobility and activity were sometimes hampered. The application of a more elastic system, suitable to the country or occasion, is needed; a school of thought is required to apply the system. Too much ammunition is carried for the cavalry soldier. In mobile warfare 100 rounds per man would probably be sufficient for a campaign. It is unnecessary to carry about large reserves of rifle ammunition; incidentally, movement of fighting troops is hampered by ammunition waggons or packs which are close behind the advance formations.

In 1915 the Hotchkiss rifle made its first appearance. In theory it appeared to have a bright future; experience told a different tale. Undoubtedly the worth of the instrument with which war is waged depends chiefly on the moral influences to which it is subjected. How do these moral influences affect the Hotchkiss rifle? This rifle is well up to the front with the leading formation, and is subjected to the same enemy surprises. Occupation of tactical positions is often out of the question owing to the movement to them being frustrated by the enemy. It is a mark, and as such, in action, it becomes pinned to the ground. The team is always having to catch up the less encumbered formation to which it belongs. There is for the Hotchkiss as for the wicked, no peace; it lives with pack horses and gunners alike in an atmosphere of 'Come on.' It kills mobility and freezes activity, mental and moral. It reduces cavalry to an escort of packs. As a support to the forward movement of cavalry it is useless; even the manual admits the effect of its fire rapidly diminishes at ranges greater than 500 yards. Casualties, which are abnormal, have at once to be replaced from the sabre ranks. As a 'weapon of opportunity' greater value can be obtained from the rifles (five) of the men forming the Hotchkiss team than from

the Hotchkiss rifle itself, since its effective fire is only equal to that of from six to twelve rifles, even supposing it does not jam. It cannot traverse; overhead or indirect fire is impossible. Being fired from the shoulder, the personal factor becomes supreme. Like a leach the Hotchkiss rifle having once been introduced has stuck, and, like a leach it will only be removed when further experience has proved the drain it is on man-power in war and on valuable time in peace, since a separate set of specialists, not interchangeable with the Vickers Maxim, must be trained, R.I.P. In the words of Colonel Fuller: 'We have got to reduce our specialists, and by so doing we shall increase our general efficiency.'

Upon the Vickers Maxim as part of cavalry equipment it is unnecessary to dwell, this automatic weapon being superb. Its tactics are simple and have been admirably developed. The peace method of training cannot be improved upon.

There are so many things a cavalry soldier must know, so many weapons he must be able to handle, and so short a time in which to teach it all that he is apt to become confused with what his mind must carry; he cannot see the wood for the trees. Too frequently the decision as to the utility and correct use of the weapon is left to the judgment of officers, who are unable to visualise its psychological effect in battle owing to the fact that, through no fault of their own, they are unacquainted from personal experience with the rough and tumble of the fight. The value of each weapon must be set down and time given to training should be divided out in proportion to the worth of that weapon.

To enable an individual of normal intellect to function successfully on the battlefield it is necessary to consider the numerous conditions under which he is called upon to act, and then to arrange these in accordance with the unchangeable principles of war to a limited category of events. Training otherwise becomes confused and meaningless.

In the days immediately preceding the Great War, long

hours were spent teaching cavalymen to point with the sword, oblivious of the fact that it is the Latin races which point, whereas the Englishman is bred to strike. All the same, the necessity for pointing became apparent in the early stages of the war, for the man when on top of his horse was so encumbered with bandolier, gas helmet, haversack, waterbottle, bayonet, field glasses, field dressing, etc., that to do more than hold his arm out straight was an impossibility. Many a man was physically exhausted before the battle commenced; the mere effort of saddling the horse when so trussed up was a herculean task. The use of weapons is possibly carefully taught and the man will handle them with ability. But the use of weapons in combination with the ground, with other bodies of troops, with the study of psychology, with the effect they will have upon the enemy, and the ultimate results of their application, are frequently lost sight of.

As to training generally. This is divided into an intense and a less intense season, the latter being devoted to individual training. In reality the training of the individual is by far the more important and should be for officers the harder work of the two if they thoroughly study that which they wish to teach. The theory of the art of war can be learned from books, the right books, and its application can be studied by contact with troops. Too frequently the problems of war are first studied on the battlefield at the expense of comrades in arms. The training manuals are, of necessity, apt to be academical, and a larger range of literature is necessary. The spirit must be applied to the instruction laid down in the manuals. Fire and movement are frequently taught separately, except on those rare occasions called "Field firing," when the principal concern is to avoid shooting anybody taking part in the practice.

The rules for protection at the halt also require that the instructor serves up the dish with a strong flavour of common sense about it. Otherwise the soldier discovers that in the

presence of a real enemy what he has been taught, though possible in theory, is not practicable in the face of bullets, and becomes disheartened in consequence.

Then there is the study of psychology, the most important factor in war and the most neglected. Unless the soldier can have the image of war clearly explained to him it will come as a surprise on acquaintance; and this picture can only be painted after study and deep thought by those who are in a position and have the leisure and the means to make this study; in other words, the higher commissioned ranks.

Finally, the situation may be summed up in the comforting words of Colonel Henderson: 'The most ambitious cavalry soldier asserts no more than this: that, although weapons have improved, human nature still remains the same, and that surprise is the deadliest of foes.'



THE DUKE OF WELLINGTON'S CHARGER, COPENHAGEN

COPENHAGEN was of a rich chestnut colour, being barely 15 hands high; he was capable of enduring great fatigue.

The horse was by Meteor and was a grandson of the famous Eclipse, his dam was Lady Catherine by John Bull, which latter horse was owned by General Lord Grosvenor, and for whom he won the Derby in 1792. The dam, Lady Catherine, also belonged to General Lord Grosvenor (subsequently Field Marshal), who took her out to Copenhagen and rode her at the Siege of that City in August 1807; Copenhagen was foaled in 1808, hence the name.

Subsequently the horse became the property of General Sir C. W. Stewart, K.G., G.C.B., G.C.H., Adjutant General of the Peninsular Army (afterwards the Marquis of Londonderry), who had the animal sent to Lisbon in 1812, where he was purchased for the Duke of Wellington by Colonel Charles Wood for £400; the horse had already gained some reputation as a 'plater' in England, and made his name, having run in public on thirteen different occasions.

Copenhagen was not a pleasant animal to ride and was given to neighing at the presence of troops. The Duke rode him hundreds of miles in Spain during the Campaign of 1813; and at the Battles of Vittoria and Toulouse.

At the Battle of Quatre Bras, two days before Waterloo, Wellington, mounted on Copenhagen, was watching the conflict from a road when the French Cuirassiers came charging down. The 92nd Highlanders were lining a ditch along the side of the road, and the Duke, calling upon some of the men to lie down,

saved himself from the French by jumping his horse over them and rushed himself to the aid of the Nassau Battalion which had lost their gallant leader.

The Duke had ridden Copenhagen for many hours on the eve of the great battle, and on June 18, 1815 (Waterloo Day) he rode him from early morning until about 11 in the evening, some sixteen or seventeen hours. Wellington himself says (Rogers' Reminiscences) 'I rode Copenhagen from 4 in the morning until 12 at night, if he fed it was in the standing corn and as I sat in the saddle.'

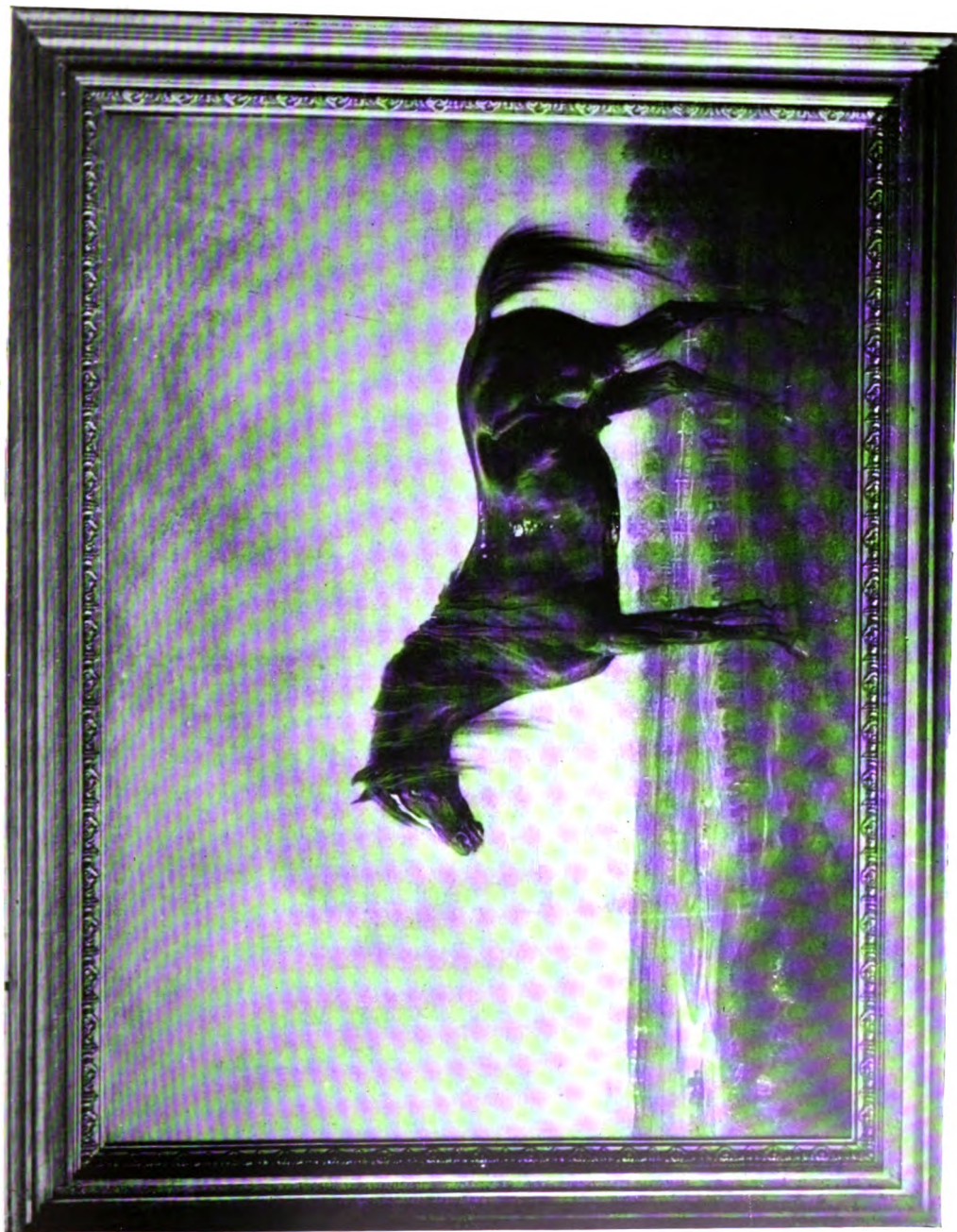
When the battle neared its close it took the Duke at a swinging gallop to the left, where he gave the order that resulted in the advance of the whole British line.

One of the last cannon shots fired at Waterloo passed over Copenhagen's neck and narrowly missing the Duke, hit the Marquis of Anglesey on the leg.

The horse was not used up at the end of the day, for when the Duke rode up to the Inn in Waterloo, he dismounted there and gave the trusty animal a pat on the back, whereupon Copenhagen threw up his heels in a very vigorous manner and only just missed the victorious General's head.

The horse was a great favourite with the Duchess, who wore a bracelet made from the hair of his mane.

For a few years more Copenhagen served his master, he was then pensioned off at the Duke's home, where thousands of people visited him and feasted him on dainties. Some of these visitors, however, clipped locks off Copenhagen's tail as mementoes, and the Duke was forced to surround his old favourite with iron railings, or there would have been no tail left. For nearly twenty years Copenhagen lived at his ease. He died in February, 1836, at Strathfieldsaye, blind with age, and was interred, with military honours, in a paddock near the Gardens. The Duke caused a plain headstone to be placed close to the tree under which the charger was buried with an inscription recording that he was ridden the entire day at the



COPENHAGEN.

From the oil painting by Ward, in the possession of His Grace The Duke of Northumberland.



By permission of Messrs. Landecker & Brown, Ltd., 28/30, Worship Street, London, E.C.2, the publishers of the large engraving 'A Critical Moment at Quatre Bras,' from the centre part of which our sketch is taken.

Battle of Waterloo by the Duke of Wellington, and finishing

‘God’s humble instrument, though meaner clay,
Should share the glory of that glorious day.’

The second Duke raised a colossal statue to the Charger’s memory. Copenhagen was perhaps the most celebrated horse that ever breathed, although Bucephalos* and Marengo must run him very close.

In 1839 the Council of the Royal United Service Institution applied to the Duke to have Copenhagen’s skeleton disinterred in order to place it alongside that of Marengo already in their Museum. The following characteristic reply† was received from Colonel J. Gurwood, the Military Secretary to His Grace :

‘23, Lowndes Street,

‘Belgrave Square,

‘Sir,

‘December 19, 1839.

‘In reply to your letter of the 9th instant requesting that I would inform you whether I think His Grace the Duke of Wellington would have any objection to the disinterment of the charger which he rode at Waterloo; I have the honor to inform you that I have just returned from Strathfieldsaye but had no opportunity of ascertaining His Grace’s sentiments. I decline however, either directly or indirectly, intruding the question upon His Grace as I know he prefers the free exercise of his will without solicitation.

‘I have the honour to be,

‘Your very obedient servant,

‘J. GURWOOD, Colonel.

‘To the Assistant Director,
United Service Museum.’

* Bucephalos (circa B.C. 350) was the war-horse of Alexander the Great. When his master mounted him the horse knelt down to receive him; he would allow no one else to mount him; he lived to the age of thirty years, dying from wounds and fatigue in India. Alexander built the City of Bucephala to his memory.—H. C.

† In the R.U.S.I. Museum.

There is a gold locket in the R.U.S.I. Museum containing some of the hair of Copenhagen's tail.

A. L.



COPENHAGEN'S GRAVE.

AN AGED CHARGER.

The *Northampton Mercury* of November 5, 1796, has the following statement:—

There is now living, and in possession of a hawker, a horse, which in the Seven Years' War, was the property of the Marquis of Granby, when he commanded the British Forces engaged in the campaign. This horse, when he returned from the Continent, was 16 years old. As a reward for his services, the Marquis turned the animal out into his park, where he lived for another 16 years; at the end of this term, the horse was sold to his present owner, who has worked him regularly for the last 14 years, and is now the uncommon age of 46 years. The above horse is of a light grey colour, interspersed with bloody spots, is in good condition, and eats hay well; his legs are free from windgalls and his teeth, though very long, are tolerably good.—A. L.

OPERATIONS OF THE MOUNTED TROOPS OF THE EGYPTIAN EXPEDITIONARY FORCE (*continued*)

By **LIEUT.-COLONEL REX OSBORNE, D.S.O., M.C.,**
- **13th/18th Hussars.**

CHAPTER XXIV. PHASE V.

Preliminary Operations.

(*See Plate XIII. and Map C, CAVALRY JOURNAL,*
October 1922.)

WHILST the concentration of XXIst Corps and Descorps in the coastal Plain was nearing completion, various preliminary operations were undertaken.

Feisal's Arabs, coming in from the east, blew up the railway south, west and north of Deraa on September 16, 17 and 18; as a result, all through traffic to Palestine ceased, and Turkish reserves (probably one battalion) were sent east from the Plain of Esdraelon to meet this menace. The R.A.F. co-operated by bombing Deraa.

Chaytor's Force carried out active patrolling on the nights of September 17 and 18, and made a demonstration to induce the enemy to believe that a movement eastward over Jordan was intended.

XXth Corps, during the night September 18-19, swung forward its right on the east of the Bireh-Nablus road; heavy hand-to-hand fighting resulted, in which over 400 prisoners were taken.

On the night of September 18-19 a Handley-Page machine, which had flown from England, dropped 1,200 lbs. of bombs on Afule aerodrome, railway station and signal exchange.

The Main Attack.

At dawn on September 19 the attack of XXIst Corps began.

During the night the attacking Infantry had deployed on taped lines in No Man's land, behind a weak line of outposts; No Man's land averaged about 1,000 yards in width on the front of attack.

At 0430 hours, the Artillery opened an intense bombardment lasting 15 minutes, under cover of which the Infantry moved forward from their positions of deployment; the enemy's artillery barrage came down on our front line trenches, and consequently passed over the heads of our Infantry.

The attack was a complete success, and went through with unexpected rapidity. On the extreme left the 60th Division, attacking on a front of two battalions and in great depth, had crossed the Nahr Falik by 0700 hours, and had established a bridgehead to cover the debouching of Fivecav. (NOTE. 60th Division had advanced 7,000 yards in $2\frac{1}{2}$ hours.)

In the centre, 75th Division had more difficulty, especially at Et Tire; but by 1100 hours both systems had been taken and the Turks were in full retreat. (NOTE.—75th Division had advanced 11,000 yards in $6\frac{1}{2}$ hours.)

The Pursuit on the Battlefield.

By 1100 hours disorganised bodies of the enemy were streaming across the plain towards Tulkeram, pursued by the 60th Division and 5th A.L.H. Brigade.

This Cavalry Brigade, belonging to Ausdiv., had been temporarily detached from Descorps and attached to XXIst Corps for local and immediate exploitation.

Tulkeram, a fortified area at the entrance to the important pass into the mountains, contained the Headquarters of VIIIth Turkish Army; the pass would be the only suitable line of retreat for the Turks from the Maritime Plain in case of defeat. 5th A.L.H. Brigade was, therefore, directed by

XXIst Corps to move as rapidly as possible by the north of Tulkeram and to drop down into the pass east of that place and to cut the railway there. It was hoped they might, perhaps, cut off and capture VIIIth Army Headquarters.

This Cavalry Brigade had a remarkable origin. At the end of June 1918, three months before these operations, the Imperial Camel Corps Brigade was re-organised as a Cavalry Force, which was to be named 5th A.L.H. Brigade, and which consisted at first of two A.L.H. regiments and a New Zealand M.G. squadron. The officers, N.C.O.s and men had fought as camelmén throughout the campaign; many had never ridden a horse before. Not only were they confident that they could become efficient mounted soldiers in three months, but they insisted on being armed with a sword; they were, in fact, the first Australians to enlarge their *rôle* from that of mounted riflemen to that of Cavalrymen.

After three months of intensive training, under Brig.-General C. L. Gregory, 19th Lancers, they succeeded in what they had set out to do, and became by September an efficient Cavalry Brigade. The C.-in-C. paid them the compliment of specially selecting them for attachment to XXIst Corps, for carrying out the first desperate venture of the pursuit, the capture of Tulkeram. The Brigade had been completed by the inclusion in it of a French regular Cavalry regiment named 'Régiment mixte de Cavalerie'; it consisted of two squadrons of French Chasseurs d'Afrique and two of Algerian Spahis. This regiment was well equipped with everything, including automatic weapons; and was mounted on barbs, which were efficient and could stay for ever; being small, however, they could not be expected to carry the weight or go the pace of our much bigger horses.

Such was the unique composition and origin of 5th A.L.H. Brigade. It did all its work well in the subsequent operations, and much of it most exceptionally well.

Cavalry is an arm which takes a long time to make; and

it is sometimes assumed that military organisers would not attempt to create new Cavalry formations during war; but the 5th A.L.H. Brigade showed that it can be done, given the highest class of instructor produced in the Empire, and such *personnel* as can be found on the sheep and cattle stations of Australia and New Zealand.

As stated earlier, 60th Division and 5th A.L.H. Brigade, at 1100 hours, were in full pursuit towards Tulkeram, where great confusion reigned. Bodies of troops, guns, motor-lorries and transport of every description were endeavouring to escape along the road leading to Messudieh Junction and Nablus. This road, which follows the railway up a comparatively narrow valley, was already crowded with troops and transport. The confusion was added to by the persistent attacks of the British aeroplanes, from which there was no escape; great havoc was caused, and in several places the road was blocked by overturned lorries and vehicles.

Brigadier-General Onslow, commanding 5th A.L.H. Brigade, reached Tulkeram about mid-day and succeeded during the afternoon in getting one regiment and some machine guns round by the north of Tulkeram, and so cutting the main Turkish line of retreat; owing to the large numbers of enemy in Tulkeram and the strength of the defences, 5th A.L.H. Brigade was unable to do more than hold the enemy and prevent him withdrawing pending the arrival of 60th Division. The leading Brigade of 60th Division arrived by dusk, having advanced, against opposition and over sand, $16\frac{1}{2}$ miles in $12\frac{1}{2}$ hours; it assaulted the town from the south-west. As a result of the combined action of the Air Force, Cavalry and Infantry, about 3,000 prisoners, large quantities of transport and many guns fell into our hands. (See Photo No. 7.)

Simultaneous with this wheel of 60th Division and 5th A.L.H. Brigade on Tulkeram, the centre and right of XXIst Corps also wheeled eastwards and pressed forward in pursuit into the hills.



Photo No. 7.—The valley running down from Anebta to Tul Keram; the main line of retreat of VIIIth Turkish Army. The wagons were abandoned by the Turks in their retreat.



Photo No. 8.—The seashore, covered from view from inland by cliffs. Along this trough Fivecav. broke away in exploitation, launched by 60th Div. and assisted by Naval gun-fire.



Photo No. 9.—Nazareth, lying in a saucer surrounded by rocky hills.



Photo No. 10.—The scene of the duel between 2nd Lancers and a Turkish Infantry Battalion. The Plain of Esdraelon, looking from Lejjun along the road towards Afule.



Photo No. 11.—German Aerodrome at Afule; the plane in foreground landed among our Troops. The Valley of Jezreel, running down to Beisan is seen in right background.



Photo No. 12.—The first 3,000 Turkish Prisoners captured by 3rd A.L.H. Bde. at JENIN. The photo faces North away from the hills and shows the flat nature of Esdraelon Plain.

The positions reached by 2200 hours on September 19 by the 60th, 7th, 75th, 8rd and 54th Divisions and the French detachment of XXIst Corps are shown on Plate XIII (CAVALRY JOURNAL, October 1922).

Exploitation by Desert Mounted Corps.

(The order of battle of Descorps on September 19 is shown in Appendix A.)

Fivecav.

About 0630 hours on September 19, Fivecav. began to pass through the enemy's entrenchments on the sea shore; under protection of the bridgehead formed by 60th Division, the 18th Cavalry Brigade (Advance Guard) and the 14th Cavalry Brigade (both less wheels) had crossed the Nahr Falik at its mouth at about 0830 hours.

The rapidity and ease with which the Cavalry Division passed through the Infantry was largely due to the fact that the narrow strip of sand on the sea shore was hidden from view and fire from inland by cliffs.

The enemy could only hope to stop the mounted column by actually holding the strip of sea shore and shooting southwards along it; the British destroyers firing off the shore effectively dissuaded the enemy from any activity on the beach and, as a result, Fivecav. made its exit in column of troops through the trench systems and battle front down what was in effect a deep and broad communication trench—an ideal covered route. (See Photo No. 8).

The sand, however, on the beach, except at the water's edge, was deep, heavy and holding; eight miles of such going was a bad preparation for the hard work to follow.

Almost immediately after crossing the Nahr Falik, small parties of Turks were met by 9th Hodson's Horse (Advance Guard of 18th Cavalry Brigade). This regiment at once squashed all opposition with great dash, by riding straight

at the enemy. All Turks, who did not actually stand across the line of advance, were allowed to melt away, as strict orders had been passed down from the C.-in-C. that the Cavalry were to avoid being involved in any fighting while breaking away.

18th Cavalry Brigade.

By 1100 hours, 18th Cavalry Brigade (less wheels) had occupied their first objective, Liktera, having taken 250 prisoners and four guns, and having done 22 miles in about four hours over heavy going. The remainder of Fivecav. arrived by 1500 hours.

Brig.-General Kelly, commanding 18th Cavalry Brigade, had received instructions approximately as follows :—

‘ 1. The distance from the mouth of the Falik to Liktera is roughly 15 miles, and this place should be reached four hours after crossing the Nahr Falik.

‘ 2. A halt until 1815 hours should be made on the line of the Wady Hudeira (Liktera) to water, feed and rest.

‘ 3. At 1815 hours your Brigade will move on Nazareth, a distance of 30 miles. It is calculated that the leading regiment should reach Nazareth by 0300 hours (September 20th). It is of the utmost importance that Nazareth is surrounded before daylight. All roads will be barricaded so as to make it impossible for a car, by rushing the posts, to enter or leave Nazareth. All individuals moving to or from Nazareth are to be made prisoners.

‘ 4. The town of Nazareth will be captured, but it is not to be bombed or shelled. Hostile G.H.Q. is situated in the town, and all Commanders, Staffs and documents are to be seized and taken care of.

‘ 6. Should, for unseen reasons, the march of the Brigade be so delayed that it cannot reach Nazareth before daylight, the leading regiment must be pushed on and followed as rapidly as possible by the remainder. If the fighting wheels

are unable to keep up, the advance of the fighting troops is on no account to be delayed.

‘7. 14th Cavalry Brigade will follow 13th Cavalry Brigade as closely as possible, and will be responsible for the fighting wheels of 13th Cavalry Brigade, should they be unable to keep up.’ (NOTE.—No wheels were taken by 13th Cavalry Brigade.)

At 1815 hours 13th Cavalry Brigade left Liktera to cross the hills at Jarak and surround Nazareth before daylight (*i.e.*, approximately 0430 hours). The country was unknown, the track over the hills impossible for wheels, the map a small-scale one and inaccurate, and men and horses were very tired, as this was the third successive night the Brigade had been on the move. The General Staff (I.) had not provided the Brigade with guides. Fortunately the Brigade Commander spoke Arabic; he spent the afternoon questioning local Arabs and Jews concerning the track over the mountains, and finally bribed two Arabs to lead the way. The chief difficulty lay in finding in the dark the opening into the hills, and the guides alone made this possible. On getting into the hills about 2200 hours, innumerable goat tracks were found to be running in every direction; in many places horses could only move in single file and much credit for keeping up is due to the pack leaders of the Hotchkiss gun sections and of the M.G. Squadron.

At Jarak a squadron was dropped to guard the pass as a protection to the left flank of main force of Descorps which was to cross the mountains further south through the Musmus Pass. This detachment was made under Corps orders; it is surprising, however, that the G.O.C. Fivecav. did not order the detachment to be made from 14th Cavalry Brigade, which was closely following 13th Cavalry Brigade through the pass, as every detachment from the last-named Brigade would handicap its chances at Nazareth.

The mountain range was successfully crossed, and when the Brigadier at the head reached Warakani near the railway

about 0215 hours, a halt was called and the Brigade ordered to close up. It was then found that no one was present except Brigade Headquarters, Signal Tp. and F. Tp. Guides were sent back, and after waiting an hour, two regiments arrived, but not the third.

The Brigade trotted on and began to climb the lower slopes of the Nazareth Hills; about 0415 hours the head of the Brigade reached a village which the guide declared to be Nazareth. The Brigadier, however, interrogated a small boy asleep in the street and found that the place was El Mujeidel; the boy stated there were a lot of Turks in the village. These could not be left, as they might have telephoned a warning on to Nazareth; as they had to be located and disarmed, more delay occurred. On proceeding again, the Brigade reached Yafa, $1\frac{1}{2}$ miles short of Nazareth; here again seventy-five Turks had to be rounded up, causing delay and forcing the Brigadier to detach escorts from his already much depleted strength.

Daylight was fast approaching as the head of the Brigade trotted on from Yafa towards Nazareth; the road had become very narrow, with a precipitous drop on the south-east side and high hills on the north-west side.

On reaching the forked roads just south of Nazareth, a squadron 18th Lancers was sent as right flank guard to watch the Afule road. This squadron almost at once found the road crowded with lorries and an escort of about 400 Turks heading up the hill to Nazareth; these were taken completely by surprise, could not well extend in the difficult stony country, and, after putting up some fight, surrendered.

The last remaining squadron of 18th Lancers was sent up the hill on the north-west side of Nazareth, where a large barrack full of Turks was in a dangerously dominating position.

The Brigadier, left with only the Gloucester Yeomanry, tried to push on and reach the branch roads north of the

town, which remained the only road by which motor-cars could escape.

It was after 0500 hours and light; Turks and Germans could be seen running about in the town in every direction, and very soon they were found to be manning fire positions.

Nazareth lies in a saucer with hills on all sides; the Turks quickly got into positions on these hills and the Gloucesters did not succeed in pushing through to block the northern exit; they attacked many occupied buildings which were stoutly defended, principally by Germans, and some hundreds of prisoners were taken in this street fighting.

Many inhabitants and prisoners stated that Liman von Sanders had left the night before; this, no doubt, influenced the Brigadier; for it would be questionable as to whether it was worth while to continue to struggle to reach the northern exit if the C.-in-C. had already escaped; especially as it was long since evident that Nazareth was strongly held, and our troops were already heavily handicapped with the necessity of safeguarding and evacuating 1,200 prisoners scattered in many directions.

Between 1000 hours and 1100 hours a heavy counter-attack, directed by Liman van Sanders himself, developed from the high ground to the north-west of the town against the rear of the Brigade. Towards mid-day the Brigade was recalled to join Fivecav. at Afule.

The Brigade had failed to capture the C.-in-C., but certain definite results had been gained. The railway between Haifa and Afule had been cut, 1,200 prisoners had been taken and the enemy's Commander-in-Chief was a fugitive; his staff and communications had been broken up. He took to flight and so became unable to direct the retreat of his defeated Armies.

For many reasons this Cavalry raid has appealed to the imagination of Cavalry soldiers. The idea of riding straight at hostile G.H.Q. and capturing the enemy's C.-in-C. is an

engaging one; it very nearly succeeded. The reasons for the failure have been actively discussed among the regiment of Descorps.

The raid appears to have been an afterthought; there is no mention of it in the G.H.Q. operation order, nor in the G.H.Q. special instructions to G.O.C. Descorps.

The Descorps order to Fivecav., to whom it gave as its final objective 'a position north of Afule,' deals with it in these words:—'In advancing on the El Afuleh road, the Haifa railway should be cut and dispositions should ensure a detachment visiting Nazareth, with a view to capturing influential prisoners and confidential documents.'

The instructions on which 18th Cavalry Brigade acted (stated on page 26) were dated September 18; they give to 18th Cavalry Brigade quite a different *rôle* to that given it by Fivecav. operation order dated September 17; it therefore appears that the decision to raid Nazareth with one Brigade was made after the Operation Order was issued on September 17. This probably explains why the Brigadier was not provided by G.S. (Intelligence) with guides, nor with a plan or air-photograph or adequate map of Nazareth. Some such aid should have been within the power of G.S. (I.) to provide, and would appear essential to success.

The Brigade had halted at Liktera from 1100 hours until 1815 hours and was not allowed to leave Liktera until then. The distance from Liktera to Nazareth is 80 miles, and had to be reached by 0300 hours—that is, 80 miles in 8½ hours; such going would be possible by day, but seems very over-optimistic for night over one mountain and up another, with the columns practically always at a walk and often in single file.

The difficult nature of the task of surrounding Nazareth before daylight, owing to the rough nature of the hillsides surrounding the town, is shown by Photo No. 9.

The march of the Brigade (even though without wheels), under the exceptional difficulties, remains a remarkable performance; it covered 50 miles in under 22 hours.

4th Cavalry Division (Fourcav.).

At 0900 hours, September 19, Fourcav. passed through the clearings which had been made in our own trench systems, and, moving East of the marshes of the Nahr Falik, headed for El Mughair; the leading Brigade (11th Cavalry Brigade) reached it about 1800 hours; up to this point practically no opposition had been met with. The R.A.F. during the march reported that large numbers of the enemy were moving northwards on all roads and that tents and stores were burning.

It will be seen, by comparing this performance with that of Fivecav., that the head of the latter had reached Liktera with a lead of about $8\frac{1}{2}$ hours, presumably owing to the fact that the fear of the Turks for our Navy resulted in their collapsing more quickly on the sea shore than inland; and also due to the fact that the sea shore, protected by cliffs, had given Fivecav. a covered way.

After passing the Nahr Iskanderun, the advanced guard came under slight rifle fire from the Kakon-Liktera switch line. The enemy's position was promptly galloped by the 36th Jacob's Horse and 250 prisoners taken.

Fourcav. reached its first objective, the line Jelameh-Tel ed Dhruh, by 1630 hours and halted for $5\frac{1}{2}$ hours.

At 1800 hours orders were issued for the advance of the Division to begin at 2200 hours and to continue right through the Musmus Pass on El Lejjun, with 10th Cavalry Brigade acting as advanced guard. From this Brigade 2nd Lancers and 11th L.A.M. Battery moved off at 2045 hours to 'make good the cross roads at Kh. Arah.' This small force came up on the rear of a column of Turkish transport and stragglers and had collected, without fighting, 500 prisoners before

Kh. Arah was reached. Fourcav. report states :—‘ At 2140 hours the Divisional Commander arrived at Headquarters 10th Cavalry Brigade at railway station Kerkur. Owing to some delay in watering 10th Cavalry Brigade was not ready to move at 2200 hours; they were ordered to move as soon as possible. The Divisional Commander then motored on to the 2nd Lancers who had by then made good Kh. Arah. The 2nd Lancers were ordered to move on El Lejjun at once, and the remainder of 10th Cavalry Brigade instructed to leave at 2300 hours. No. 11 L.A.M.B. pushed two cars down the pass as far as Musmus, which was reported clear at 2350 hours. On returning to the entrance to the pass, the G.O.C. found that the 10th Cavalry Brigade had taken the wrong road. As some considerable delay ensued in getting the head of the column back on to the right road, the 12th Cavalry Brigade was ordered to follow 2nd Lancers through the Pass; 2nd Lancers came under orders of G.O.C., 12th Cavalry Brigade, which entered the Pass at 0100 hours on 20/9/18.’

12th Cavalry Brigade was further instructed to push as rapidly as possible through the Pass and gain before dawn the heights at El Lejjun, commanding the northern entrance to the Pass.

At 0330 hours 2nd Lancers reached Lejjun, followed by 12th Cavalry Brigade at 0405, and the remainder of the Division at 0600.

The successful securing of this vital Pass was entirely due to the energetic personal action of the Divisional Commander, who throughout a long and anxious night squashed every difficulty as it arose. In his motor-car, ahead of his Division and only protected by the Advance Guard on the road in front of him, he did his work at great personal risk, for the country was full of Turks.

It is interesting to note that the L.A.M. Battery preceded the Cavalry through the pass; the road was fit for lorries and there was a moon; the L.A.M. Battery, by going on in front,

did a big service to Fourcav., and enabled 2nd Lancers to move at a greatly increased pace.

The Attack by 2nd Lancers.

At 0530, 2nd Lancers, with No. 11 L.A.M.B. and one section 17th M.G. Squadron attached, moved forward towards Afule.

The advanced troops soon came under fire and it was apparent the enemy was in some strength astride the Lejjun-Afule road. One Squadron with No. 11 L.A.M.B. and M.G. section held the enemy in front, whilst two squadrons made a converging attack on the enemy's left flank. Although the enemy fired to the last and had three machine guns in action, the charge got home. Forty-six Turks were killed or wounded and 470 taken prisoners; none got away. 2nd Lancers had one man wounded, and about a dozen horses had to be destroyed (*See Photo No. 10*).

A complete account of this action can be found in *CAVALRY JOURNAL* of July, 1920.

In the opinion of the writer the importance of this brilliant attack cannot be overestimated. The C.-in-C. had said to the G.O.C. Descorps: 'The action of your troops must be characterised by the greatest vigour and rapidity.' The Divisional Commander had issued his stirring 'Fighting Instructions' (*see CAVALRY JOURNAL*, October, 1922).

But such exhortations from superior commanders are of no value whatever unless their regiments have got the courage.

The hour was 0530, just after dawn; the last hour that one would choose in which to be asked such a question. Officers, N.C.O.s and men had been on the move for three successive nights, which in itself alone is enough to lower the vitality of men to freezing point. The feat itself is remarkable; a Cavalry regiment assisted by a L.A.M. Battery taking on in single combat an Infantry Battalion; a Battalion which was

fresh, which had not fought and which was not, and had no reason to be, demoralised. The attack was well handled, and from every point of view is well worthy of study in all Cavalry regiments.

The writer well remembers the exhilarating effect the news of this victory had on the remainder of Descorps. It was clear by now that the Corps would have to meet enemy forces in huge superiority, and this action gave to all complete confidence in the method adopted; everyone determined to try and do likewise when the time came.

By 0800 12th Cavalry Brigade had occupied Afule, capturing large quantities of war material, including ten locomotives, 50 rolling stock, and three aeroplanes. No. 11 L.A.M. Battery captured twelve lorries driven by Germans who were trying to escape by Beisan. A German aviator, not knowing anything, landed at the aerodrome. Discovering his mistake he tried to get away; the observer was killed, the pilot wounded. (See Photo No. 11.)

By 0900 hours all railway lines bifurcating from Afule were cut with guncotton slabs.

At 1200 the whole Division was concentrated at Afule and moved on Beisan at 1300, leaving one regiment to guard the place until Fivecav., which was close at hand, assumed control.

The advanced troops occupied Beisan at 1630, and the whole Division concentrated there by 1800. Slight opposition was met with, but the place was at once galloped, about 100 prisoners being taken. During the advance from Afule to Beisan some 800 prisoners were taken. Three 5·9-inch Howitzers were captured at Beisan; they were at once manned by the Horse Gunners and put into action to command all roads leading into Beisan from the south.

From Afule, the 19th Lancers had started at 1900 on a difficult march over almost impassable country to seize the big railway bridge over the Jordan at Jisr Mejamie, 5 miles

south of Lake Tiberias; by 0800 hours, September 21, they had prepared it for demolition, but it was not to be blown as long as it could be held. This was their fourth consecutive night on the move.

During the night the line Afule-Beisan was picquetted to catch any Turks trying to pass north between those two places. 700 prisoners were taken during the night; it was gathered from them that the Turkish Commanders and troops to the south were quite unaware that the British Cavalry was across all their lines of retreat on the west side of Jordan.

The Division had marched seventy miles in thirty-four hours and had lost 26 horses, the first 20 miles being over a roadless country with sandy soil. The Americans, both of the north and south, in the Civil War, covered, with equal or greater numbers, bigger distances in shorter time. But the hitting-power of their formations was small compared with that of Fourcav., which disposed of 108 Hotchkiss guns, 36 machine guns and 12 thirteen-pounder guns, in addition to its mounted men armed with rifle, sword and bayonet. In the past, fast paces over long distances have only been attained by Cavalry at the expense of hitting-power, and *vice versa*; though mechanical transport may easily provide a different experience. It is probable that this march of Fourcav. is at least a British record up-to-date, as regards pace and distance for a formation of such power.

Australian Mounted Division.

At 1000 hours, September 19, Ausdiv. (less 5th A.L.H. Brigade), having marched from Ludd during the early hours of the night, was ordered to follow Fourcav. through the trench systems about Tabsor. From this hour onwards a hostile aeroplane observer, if one had been available, flying over the plain of Sharon would have seen a remarkable sight in the open plain—ninety-four squadrons, disposed in great breadth and in great depth, hurrying forward relentlessly

on a decisive mission—a mission of which all Cavalry soldiers have dreamed, but in which few have been privileged to partake.

Ausdiv. was in Corps reserve; it reached the Nahr Iskanderun at 1730 hours and halted.

At 0100 hours, September 20, the march was resumed, but 4th A.L.H. Brigade was left behind as escort to the many supply and ammunition columns which were still struggling in rear in the heavy sand. Practically all the G.S. wagons of all three Divisions had fallen behind, and were in danger from any counter-stroke which might come from the direction of Haifa down the coast road; which suggests that G.S. wagons, even when four-horsed, are unsuitable as transport to Cavalry formations.

On reaching the summit of the Musmus Pass a regiment and M.G. section were dropped, with orders to occupy the high ground commanding the pass on each side; what remained of Ausdiv. reached Lejjun about 1000 hours.

Advanced Descorps headquarters reached Lejjun at 1200; information began to come in from all directions.

At 1535 hours the 3rd A.L.H. Brigade (less 8th A.L.H. regiment) with Notts Battery R.H.A. and 11th L.A.M. Battery attached, was ordered by Descorps to push on with 'all speed and greatest possible boldness' and occupy Jenin, which was known to be an important centre on the Turkish lines of communication. Situated on the only railway and metalled road behind the enemy's centre, it was considered certain that the main Turkish columns would attempt to escape that way; also it had already been reported by the R.A.F. that columns from the south were moving north from Mesudieh.

By 1630 hours the Brigade began its march. 10th A.L.H. Regiment (six M.G.s attached) was advanced guard; a troop of 9th A.L.H. Regiment, right flank guard. The writer had lately had the great privilege of teaching the 3rd A.L.H.

Brigade how to use the sword, and he could not resist the temptation of going with them to see what they would do with it on this, their first opportunity.

From the start it electrified them, and the extraordinary pace of 10 miles an hour was maintained; the Brigade, including Notts Battery R.H.A., covering the 11 miles in seventy minutes.

Half-way to Jenin, a small enemy outpost was captured by the flank guard. As the advanced guard approached Jenin, a large enemy force was seen camped among the olive groves in the foothills immediately to the right of the line of advance. The right flank troop of the vanguard immediately charged them with drawn swords. The enemy promptly surrendered. A few minutes later the right flank guard and two additional troops sent out from the main body arrived, and together they rounded up the enemy scattered through the olive groves. The enemy was apparently astounded at the sudden appearance of our men, coming, as it did, from their rear. The prisoners amounted to 1,800, including many Germans; also 400 horses and mules were taken.

This episode, however, did not delay the general advance of the column. The Advanced Guard pushed on rapidly, leaving the railway station about half a mile on its right, so as to get astride the Jenin-Afula road and a track which led east to Beisan. By 1740 hours the vanguard had reached Jenin, the remainder of the column, including the guns, being close in rear; by 1800 hours all exits to the north and east had been closed.

‘Once astride the roads and railway the 10th Regiment turned south and drove back in towards the village and station. By this energetic action the enemy were driven into confusion and our men, riding in among them with drawn swords, made prisoners of about 3000.’

The above is the modest report by the Brigadier of an action full of brilliant dash. Later, in referring to this, the first experience of his Brigade with an *arme-blanche* weapon, he

made the following remarks : ' As the Brigade approached Jenin on the afternoon of 20th September, a party of 1,800 of the enemy were observed on our right front. They were promptly charged with drawn swords and surrendered. If we had had no swords the procedure would have been a careful approach, then probably a fire fight, and we could not have got into Jenin that night. Probably the 6,000 extra prisoners that we got (NOTE.—later in the night) would have evaded us, or had time to organise. Later on the same evening our men, galloping up the streets of Jenin, demoralised the enemy much more quickly than a dismounted approach with fire would have done. The quickness of it meant practically no casualties to us.'

By now it was dark, and pressing on to clear the town the Light Horse were held up by rifle and machine gun fire from a party of Germans concealed in houses and gardens. Later this party tried to break away, and there was some confused fighting in the darkness; the Germans were caught by the fire from a section of M.G.s as they tried to break for the road and a number were killed; they then surrendered without further opposition. Prisoners were collected, troops assembled, and dispositions made for the night.

The left flank troop of the Advanced Guard captured twenty-seven lorries, and a further twenty-nine lorries were found abandoned.

The 10th A.L.H. Regiment moved through the town and took up a position astride the main road from Nablus, where it passes through the pass about one mile south of Jenin.

The following occurred :—

' Lieut. Patterson, with his subsection of machine guns, was sent to support them in the poor light, and got ahead of the squadron that they were to join. Some little distance down the Nablus road at about 2100 hours they saw a large body of enemy approaching in the moonlight—2,800 in fact—with four guns. The officer thought it rather a big order for his

troop of 28 to take on, but his Corporal (Lance-Corporal B. George) proffered the advice that it was safer to bluff it out than retire. The officer agreed. He put a burst of M.G. fire over the heads of the leading troops and called upon them to surrender. At first they demurred. It was their first suspicion that there were any hostile troops in front of them. In fact, the Germans afterwards railed against the Turks for the latter's failure to keep them posted as to the situation; but the Turks themselves were equally ignorant. This column now found itself in a narrow gorge, wide enough for the road only, with steep hills on either side, over which single men could climb with difficulty. They were aware that they were being followed from the south. Their advance was blocked by a party of enemy whose strength they could not gauge in the moonlight, and machine gun bullets were whistling over their heads to expedite their decision. There was at the head of the column a German nurse who spoke English fluently. Lieut. Patterson told her that there was an overwhelming force just to his rear. She passed his information on, and, after a short conference between the enemy leaders, the whole party surrendered.'

By morning, over 8,000 prisoners, including many commanders of high rank, had been captured by a Cavalry Brigade, less one regiment. Many German and Turkish officers admitted being taken completely by surprise at the unexpected appearance of our troops in their rear; they stated that they thought our troops must have been landed by the 'wonderful British Navy' at Haifa, as they did not believe it possible that such rapid progress could have been made up the coast. (*See Photo No. 12.*)

Thus, by the end of the second day, General Allenby's hopes as to the success of his Cavalry had been fulfilled. Within thirty-six hours of the commencement of the battle, all the main outlets of escape remaining to the VIIth and VIIIth Turkish Armies had been closed, and about

15,000 had already been taken. The remainder could only avoid capture by using the tracks which run south-east from the vicinity of Nablus to the crossings over the Jordan at Jisr ed Damieh.

The first phase of the operations was over.

APPENDIX A.

ORDER OF BATTLE OF DESERT MOUNTED CORPS, SEPTEMBER 19, 1918.

Commander.—LIEUT.-GENERAL SIR H. G. CHAUVEL, K.C.B., K.C.M.G.,
Australian Imperial Forces.

4th Cavalry Division.

Commander.—MAJOR-GENERAL SIR G. DE S. BARROW, K.C.M.G., ETC.
10th Cav. Bde. (Dorset Yeo.; 2nd Lancers; 38th C.I.H.; 17th M.G. Sqn.).
11th Cav. Bde. (Co. of London Yeo.; 29th Lancers; 36th Jacob's Horse;
21st M.G. Sqn.).
12th Cav. Bde. (Staffordshire Yeo.; 6th Cavalry; 19th Lancers; 18th M.G.
Sqn.).
20th Brigade R.H.A. (1/1st Berks, Hampshire and Leicester Batteries).

5th Cavalry Division.

Commander.—MAJOR-GENERAL SIR H. J. M. MACANDREW, K.C.M.G., ETC.
13th Cav. Bde. (Gloucester Yeo.; 9th Hodson's Horse; 18th Lancers;
19th M.G. Sqn.).
14th Cav. Bde. (Sherwood Rangers Yeo.; 20th Deccan Horse; 34th Poona
Horse; 20th M.G. Sqn.).
15th Cav. Bde. (Jodhpur, Mysore and 1st Hyderabad I.S. Lancers; I.S.M.G.
Sqn.).
Div. Art. (" B " Battery H.A.C., and Essex Battery R.H.A.).

Australian Mounted Division.

Commander.—MAJOR-GENERAL SIR H. W. HODSON, K.C.M.G., ETC.
3rd A.L.H. Bde. (8th, 9th & 10th A.L.H. Regiments; 3rd Australian M.G.
Sqn.).
4th A.L.H. Bde. (4th, 11th & 12th A.L.H. Regiments; 4th Australian M.G.
Sqn.).
5th A.L.H. Bde. (14th & 15th A.L.H. Regiments; Régiment mixte de Cavalerie;
2nd New Zealand M.G. Sqn.).
19th Brigade R.H.A. (" A " Battery H.A.C. and Notts Battery R.H.A.).

Australian and New Zealand Mounted Division. (Temporarily detached from Descorps to Chaytor's Force.)

Commander.—**MAJOR-GENERAL SIR E. W. C. CHAYTOR, K.C.M.G., ETC.,**
N.Z.I.F.

1st A.L.H. Bde. (1st, 2nd & 3rd A.L.H. Regiments; 1st Australian M.G. Sqn.).

2nd A.L.H. Bde. (5th, 6th & 7th A.L.H. Regiments; 2nd Australian M.G. Sqn.).

New Zealand Mounted Rifles Bde. (Auckland, Canterbury and Wellington Mounted Rifle Regiments; 1st N.Z. M.G. Sqn.).

18th Brigade R.H.A. (Inverness, Ayrshire and Somerset Batteries, R.H.A.).



A SHORT HISTORY OF THE ROYAL DECCAN HORSE

*Formed by the amalgamation of 20th Royal Deccan Horse and
29th Lancers, formerly 1st Cavalry and 2nd Cavalry,
Hyderabad Contingent*

1803.

THE forces of the Nizam of Hyderabad were originally composed of the armed levies of Native Governors and Chieftains.

1817.

Eventually, at the end of 1816, the then Resident, Mr. (afterwards Sir Henry) Russell, undertook the reform of the Cavalry, and formed four Risalas, named after their Native Commandants; those with which we are concerned being: Risala Nawab Jalal-ud-Daula Bahadur and Risala Nawab Murtaza Yar Jung Bahadur. These regiments were approximately 1,000 strong and were commanded and staffed by British officers.

The Nizam's forces, afterwards styled "The Hyderabad Contingent," now consisted of:—

Four Regiments of Cavalry;
Four Companies of Artillery, and
Eight Regiments of Infantry.

The year 1826 saw further very important reforms. Up to this time the various regiments had been in the strictest sense local; now they were formed into one army and re-numbered, the Native Commandants were retired, and the strength of each regiment reduced to approximately 550. The new names of the regiments became, respectively, 1st and 2nd Regiments Nizam's Cavalry. These were again



NIZAM'S CAVALRY, 1845.

The Indian Officers' uniform was dark blue with red facings, gold lace; red and white loongi. The harness was red and gold; saddle-cloth red with blue border and gold and red fringe.



NIZAM'S CAVALRY, 1845.

changed in 1854 to 1st and 2nd Cavalry Hyderabad Contingent. The men of the two regiments were mostly Silladars, owning their horses and equipment and feeding both themselves and their horses on a monthly pay of Rs. 40/—.

From 1817–1826 both regiments were continually on service, being employed against Pindaris, Bhils and freebooters both within and on the borders of the Nizam's territory.

The backbone of the Pindaris was, however, broken in 1818 by the Army of the Deccan, of which both regiments formed a part, and whose chief engagements were the Battle of Mahidpur and the Sieges of Nagpur and Nowah.

1826.

From 1826–1857 both regiments were continually employed for the suppression of robber bands and the maintenance of law and order within the Nizam's territory.

1849.

In 1849 a force, including a wing of the 2nd Cavalry, marched a hundred miles in three days. On the third day the force marched fifty miles; the Cavalry, 114 strong, having to gallop the last eight miles to reach the village of Gaori before dusk. Here they came upon Appa Sahib and 300 of his followers. He was captured, 105 of his followers killed and 95 taken prisoner.

In 1858 Lord Gough (formerly Commander-in-Chief in India) stated at home, before the Commons Committee, that they (the Cavalry of the Hyderabad Contingent) were the finest irregular Cavalry in the world.

1857.

In this year the Mutiny broke out, and it was feared that it might spread to the Hyderabad Contingent. There was a certain amount of disaffection in the 1st Cavalry, caused by

a few unruly spirits. This was, however, quickly suppressed, and this regiment nobly upheld the best traditions of the Contingent by its good and faithful service against the mutineers in Central India. At the same time, all regiments expressed their loyalty and willingness to serve wherever ordered.

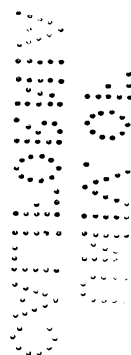
On July 17 the Residency was attacked by 500 Rohillas and a crowd of insurgents, but they were successfully driven off by the Residency Guard, which included a troop of the 2nd Cavalry. During the same month the Hyderabad Field Force was formed for the protection of North Berar and to prevent affected parties from crossing into the Nizam's territory. The 1st Cavalry served with this Force in Malwa till December, when it joined Sir Hugh Rose's column at Mhow.

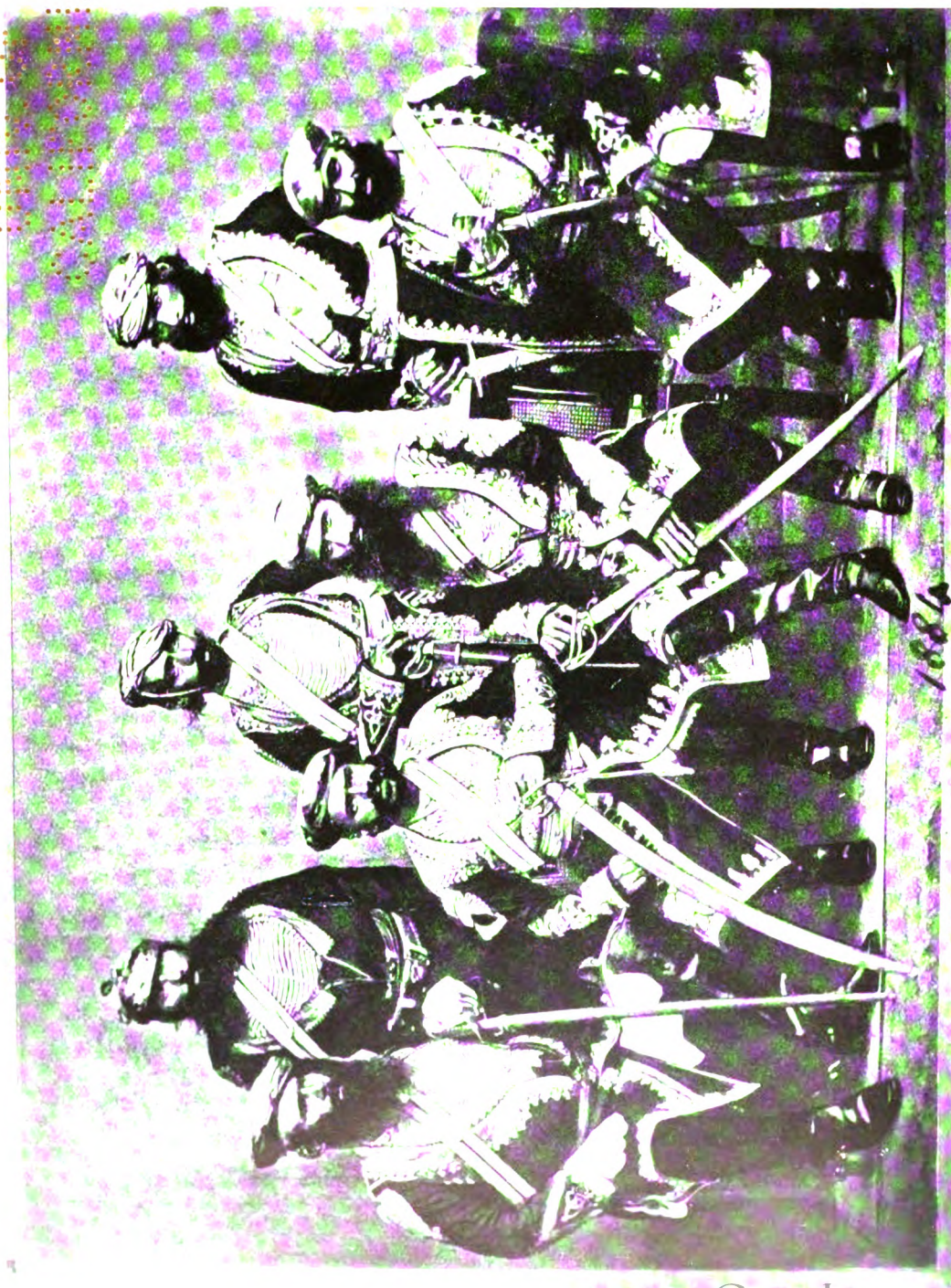
1858.

This Column marched in two columns to Jhansi. The 1st Cavalry in the 2nd Brigade, directly under Sir Hugh Rose, marched *viâ* Rahatgarh, Saugor, Garakota, Madanpur and Chanderi, capturing and destroying the rebel strongholds *en route*.

On arrival at Jhansi the place was invested, and while the siege was in progress Tantia Topi's army approached and, without lifting the investment, Sir Hugh Rose defeated the latter at the Betwa River engagement on March 31, and then captured Jhansi two days later. In both of these encounters the 1st Cavalry played an important part and the following awards were made—five I.O.Ms. and nine Indian ranks promoted. In addition to these, the regiment also took part in the engagements at Kotra, Kunch, Kalpi, Belowa and Gwalior.

Meanwhile a force was collected at Jubbulpore, including one squadron of the 2nd Cavalry, under General Whitlock, which marched to and defeated the rebels at Banda. Here





INDIAN CAVALRY OFFICERS, HYDERABAD CONTINGENT.

the 2nd Cavalry carried out a gallant charge, of which the G.O.C. wrote :—

‘ His (Captain Macintire’s) charge on the enemy’s guns was the admiration of all who witnessed the affair, and his men followed their leader with an ardour with which his high bearing has inspired them, and I cannot express myself in too high terms of their spirit and gallantry.’

In recognition of this encounter three Indian ranks were awarded the I.O.M. and fourteen were promoted.

The different corps and detachments of the Hyderabad Contingent returned from Field Service in July 1858, and in recognition of their services the 1st Cavalry were granted the battle honour of ‘ Central India,’ and of the Indian ranks ten were admitted to the Indian Order of Merit and eighty-nine were promoted in the field. The 2nd Cavalry received five Indian Orders of Merit and had sixteen promoted.

In November 1858 three troops of the 2nd Cavalry, under Captain Clogstoun, joined Brigadier Hill’s force in Berar. On January 15, 1859, while searching for a large body of rebels, word was received of their whereabouts and Captain Clogstoun at once took up the pursuit. After a hard gallop of 6–7 miles, he overtook the rebels near Chichamba. Only eight men of his detachment had been able to keep up with him, and with these he charged and succeeded in driving the enemy into the village and preventing them escaping into the hills. During the engagement he lost seven of the eight men with him. In recognition of his gallantry he was awarded the Victoria Cross, while for this and the subsequent fight s x Indian ranks were awarded the I.O.M. and eight were promoted.

From 1860 the Nizam’s territory remained quiet, and the Hyderabad Contingent found little employment.

In 1890 the regiments were renamed 1st and 2nd Lancers Hyderabad Contingent.

During these years the armament of the Contingent Cavalry had undergone several changes. On the formation of the Reformed Horse in 1817, the matchlock was discarded and the men armed with swords and pistols or carbines. In 1880 both regiments were armed with lances. In 1884 Snider carbines were issued, to be replaced in 1894 by the Martini-Henry and in 1901 by the Lee-Enfield. Finally, in 1903, the Indian Army was reorganised, and the two regiments became the 20th Deccan Horse and 29th Lancers (Deccan Horse), the former giving up lances at the same time.

This was the last of the Hyderabad Contingent as such, the various units being combined and included in the Indian Army proper. Previously they had been paid by the Nizam; from now on they were paid by Government and in return the Nizam ceded the Province of Berar.

In 1891 a small detachment of seven Indian ranks of the 1st Cavalry and ten of the 2nd Cavalry proceeded to Central Africa, under Captain Maguire, as police, to assist in the suppression of the slave trade, during which expedition this officer was killed.

In 1899 a composite squadron of 1st Lancers was employed against dacoits, and well upheld all traditions.

Prior to the outbreak of war in 1914, both regiments had bought Walers, instead of country breds, on which they had formerly been mounted.

(To be continued.)



THE 9th HODSON'S HORSE AT CAMBRAI, 1917

By **LIEUT.-COLONEL C. H. ROWCROFT, D.S.O.**

At the end of November, 1917, the Ambala Brigade, consisting of the 8th Hussars, 9th Hodson's Horse, 18th Lancers, and 'X' Battery, R.H.A., were in billets in the Caulincourt area, about 6 miles south-east of Peronne.

All the morning of the 30th, heavy and continuous drum-fire to the north gave notice of unusual military activity; which was put down by most of us to an artillery 'strafe' arranged to interfere with the periodical German reliefs.

However, at about 9.30 a.m., when all the squadrons were out at exercise, orders came to immediately fall in at the Estrees Cross-roads, about 1 mile north of billets. Messengers sped out, and by 11 a.m. the whole regiment (9th Hodson's Horse), less transport, which was ordered to fall in and follow later, had arrived at the rendezvous.

The Brigade trotted 11 miles without stopping through Roisel to Villers Faucon, followed by the rest of the 5th Cavalry Division. On arrival here, during the briefest of halts, we were informed that a strong German attack had broken through the new line occupied after the battle of the 20th instant, and that Villers Guislain, Gauche Wood and Gouzeaucourt were in German hands, and that they were still advancing. Apparently the attack had come as a great surprise, and everything was heading west at a great pace.

Orders were of the briefest, the Brigade, with the 8th Hussars leading, to push on to Gauche Wood, stop the advance and connect up with the Guards Division on the left, who were attacking Gouzeaucourt. The 8th Hussars

got mixed up with some of our own recently wired second-line trenches, and came under heavy fire from the north-west of Villers Guislain. Whereupon the 9th Hodson's Horse, the second regiment, were ordered to go up on their left, get into touch with the Guards Division, and attack Gauche Wood. The advance had been so rapid and, as the ground was unknown to us, the O.C., Lieut.-Colonel G. A. H. Beatty, D.S.O., called a halt at Revelon Farm, where maps were hastily consulted, and the right direction fortunately found.

Major A. I. Fraser, D.S.O., with 'C' Squadron, went on in advance, closely supported by 'D' Squadron (Captain M. D. Vigors, M.C.). The country was difficult to negotiate, as the whole of our second-line trench system had been dug and in most cases wired, on the very ground over which the advance took place.

Finally a trench was reached held by an officer with a blue band on his cap and a few men. On interrogation, he owned to being Dados of 'Z' Division, and said that he and a few clerks and orderlies were holding the line to cover the retreat of the rest. He was visibly relieved at the appearance of the regiment. A gap in the wire was found on the road running north-west and south-west towards Gouzeaucourt, and 'C' Squadron trotted through, fanned out on the open country, broke into a gallop and headed straight for a sunken road, running north and south, just west of the railway line, and some 600 yards west of Gauche Wood. At this moment German Infantry were seen advancing, emerging from the wood and dropping into the sunken road. On seeing 'C' Squadron galloping towards them, they ran back to the shelter of the trees, covered by a few machine-guns on the railway line.

The passage of the defile by and advance of 'C' Squadron had been so rapid that the enemy's artillery had not had time to get on to the troops.

However, as 'D' Squadron started to follow 'C' through.

the gap in the wire, there was a different tale to tell, and the leading troop was literally blown to pieces. The remainder of the Squadron never wavered for an instant, nor did they change their pace; but advanced with the utmost steadiness through the gap and in the wake of 'C' Squadron. 'C' Squadron by this time had seized and held the sunken road, but could advance no further.

Finding that a machine-gun directly to his front was checking his advance, Major Fraser advanced out of the sunken road dismounted, with another officer and four men, and attempted to rush the gun. He was shot through the head, and thus died one of the very best Squadron Leaders which the war had produced. The attempt failed and the rest of the party, mostly wounded, got back to cover. A fold in the ground gave cover to the led horses.

'D' Squadron came up and prolonged the line in the sunken road to the left of 'C' Squadron and got into touch with the 20th Hussars (1st Cavalry Division), who were in touch with the Guards at Gouzeaucourt.

Regimental Headquarters, followed by 'A' and 'E' Squadrons, who had been halted near Revelon Farm, were then brought up, and managed to escape many casualties by finding a gap in the trench wire on the south side of the road. 'B' Squadron prolonged the line to the right, and 'A' Squadron was held in reserve. When the hostile barrage slackened, the led horses were all sent back 2 miles to Revelon Farm. Unfortunately, Major F. St. J. Atkinson, D.S.O., commanding 'A' Squadron, was killed while going back to bring up his Squadron.

The 8th Hussars came into line on the right of the 9th Hodson's Horse, opposite Gauche Wood, which was found to be strongly held. Next morning Tanks, sent up to assist the attack of the Guards and 18th Lancers on Gauche Wood, straddled across the Sunken Road and sprayed our unfortunate men with bullets. One fine N.C.O., an I.O.M. and

I.D.S.M. man, was thus killed, an Indian officer wounded, and the C.O. barely escaped with his life. A memorable instance of the blindness of Tanks. O.C. Tanks afterwards explained that the infantry in the trench with Dados had told him that they were front line, so on his arrival at the sunken road he had mistaken us for Germans.

On the afternoon of the 1st, the Brigade was relieved. Men were quite comfortable in the sunken road, as our Infantry had left behind all their food, bedding and clothing, which we utilised.

I quote here a letter from a Major, who writes as follows, December 16, 1917 :—

‘I have seen two officers, who tell me the action of Hodson’s Horse was one of the finest deeds that has been seen.

‘They advanced in column, shot at from both flanks, from ridges at close range. Shot at from in front, much like the valley of death at Balaclava, they never wavered or quickened the pace. The ranks in rear filled up the gap caused by casualties as if on a ceremonial parade.

‘My informant said you could not witness a finer display of discipline. No troops in the world could have acted thus, had they not been bound together by that invisible knot, *esprit de corps*. My informants were not Cavalry admirers. . . .’

Atkinson, who had been recently commanding an infantry battalion, was one of the finest polo players in the world, and a great loss to the Service.

During the whole action our Medical Officer, an Indian, Captain Dutt, M.C., worked indefatigably and coolly under the heaviest fire, and gained his well-earned M.C. One German officer, amongst the captured on this occasion, sorely wounded, was successfully dressed by Dutt, and the enemy Colonel pulled his iron cross from his own breast and handed it, with guttural blessings, to his benefactor.

DISBANDED CAVALRY REGIMENTS

By MAJOR H. G. PARKYN, O.B.E.

II.

26TH REGIMENT OF LIGHT DRAGOONS.

RAISED April 1, 1795, and formed by drafts from other Regiments. Their first Colonel was Russell Manners, who was succeeded in 1800 by Colonel J. Floyd.

In an official letter dated April 28, 1795, the facings were ordered to be blue instead of green. According to 'Badges and Records of the British Army' the facings were purple, like those worn by the 56th Regiment of Foot.

During the years 1795-7 the Regiment was on service in the West Indies, serving at St. Vincent and Porto Rico, while in 1801 they were in Egypt under Abercromby.

In 1800 the Light Dragoon helmet was worn with a red and white plume and blue turban. The jacket was blue, belts and breeches white.

The sabretache was covered with leopard skin and at first had in the centre the badge in silver of the number 26 inside a garter inscribed 'Light Dragoons.' This gave place later to one of the same metal, with 26 inside a crowned garter, inscribed as above, but with a laurel wreath below.



Silver Badge, worn on centre of Sabretache covered with Leopard Skin, by 26th Light Dragoons.

In 1808 they were renumbered the 23rd Light Dragoons and returned to England. In the account of a review at Ashford, December 3, 1803, at which the Regiment kept the ground, the following appeared in a daily paper:—

‘Review at Ashford, December 3, 1803.

‘At review of 13th L.D. by the Commander-in-Chief, H.R.H. Duke of York, the ground was kept by the 23rd Light Dragoons.

‘Elfi Bey attended, and, riding on right side of H.R.H., proceeded to examine the lines.

‘As they passed by the officers and men of the 23rd Regiment (26th L.D. when in Egypt), the Bey immediately recognised the Regiment, which had served in Egypt and had gallantly defended his life at Alexandria. He cried out to his interpreter to inform the Duke that they were his noble defenders, and saluted the officers and men as he rode by.”

They next proceeded to the Peninsula and saw considerable service, but were severely cut up at the Battle of Talavera.

The following is an extract from a private letter of an officer, dated Talavera, July 29, 1809, and published in the Press:—

‘The 23rd Light Dragoons and 7th Dragoon Guards now came round the hill, in a valley between the hill and mountain, which kept the French Division from attempting anything further till reinforced by two other strong columns. They now advanced, and commenced forming a line of one of those, while the other remained in column ready to receive our Cavalry. The 23rd were then ordered to advance, and did so very regularly, though under a heavy fire of musketry.



DAWN PATROL OF 23rd (ORIGINALLY 26th) LIGHT DRAGOONS IN 1815.

TO VIRU
ABORTUO

On commencing the charge the column which had deployed succeeded, by double quick time, in getting into column before the Dragoons came up.

‘The 23rd notwithstanding came up to the point of the bayonet in hopes the enemy would show some symptom of breaking; but quite the contrary, they remained as steady as a wall, though I saw several shells fall in the centre of them, and kept up such a brisk fire that they soon compelled the 23rd to retire

. . . The loss of the 23rd must have been very great. I went out to the field this morning and saw more than I could imagine—horses and men almost burnt to ashes.

‘This certainly was one of those views in action which seldom occur, and indeed one of the finest I ever saw, or that could be imagined—the 23rd advancing under repeated shouts and hurrahs from the troops on the hill—the enemy’s line running to get into column as a place of security—the steadiness of those columns, which now looked more like buildings than men—and the persevering bravery of the 23rd in charging and actually going round one of the columns: I do not think any painter or pen capable of picturing it in half its horrors.’

Among the officers wounded at this action was Lord William Russell, who had a very narrow escape, being struck by three musket balls and having his horse hit in the shoulder and jaw. It is recorded that Lord William Russell and his servant were the only survivors of the squadron to which he belonged.

Fortescue gives the losses of the Regiment as 190 men and 200 horses.

The charge referred to in the above letter was made over what at first appeared to be a plain of waving grass,

but it was cut across by a concealed watercourse of considerable depth and breadth, which wrought sad havoc in the ranks of the 23rd, many of whom, being quite unable to check their horses, fell in and were in turn fallen on by others. In spite of this disaster, the Regiment was rallied by Major Ponsonby and led on to the attack.

The Regiment was sent home to recruit in October of the same year, and the following Order was issued :—

‘ Badajoz, October 31, 1809.

‘ The Commander of the Forces cannot allow the 23rd Regiment of Light Dragoons to quit the Army without expressing his concern upon losing their services. The severe loss, however, which they sustained in a most gallant and effectual charge in the Battle of Talavera, has rendered it desirable that they should have an opportunity to recruit and the Commander of the Forces hopes that, before much time will elapse, they will be in full strength and will have fresh opportunities of distinguishing themselves.’

Their next active service was at the battles of Quatre Bras and Waterloo.

In 1811 the Regiment had Light Dragoon helmets with pink or crimson turbans, their facings having been changed from blue to crimson in January, 1808, and, according to MSS. in the R.U.S.I., were partly armed with rifles.

In Hamilton Smith’s diagram of uniforms, 1812, the Regiment is described as having crimson collar, cuffs and lapelles, blue jacket. Officer : silver lace and buttons. Private : white lace and buttons, white breeches, girdle crimson, with two blue stripes.

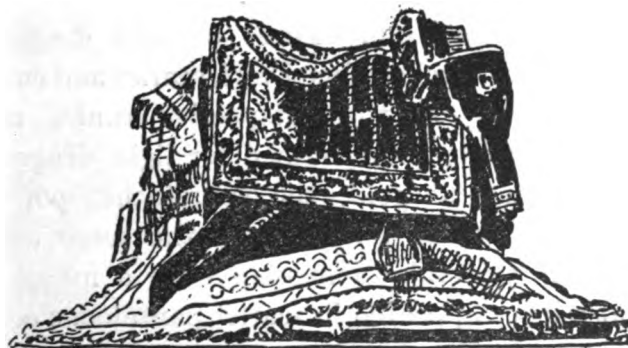
According to an Inspection Report dated ‘ Arcot, October 21, 1803,’ black leather belts were worn instead of the usual buff ones, the Inspecting Officer remarking, ‘ Black belts have always been worn by the Regiment.’

In 1816 the Regiment became Lancers and on the front of their caps wore a silver plate of the usual Lancer shape, bearing in gilt metal the Royal Arms above the Sphinx, which rested on a label inscribed with Egyptian characters, while on the rays of the plate were the battle honours : Egypt, Talavera, Peninsula and Waterloo.

The Regiment was disbanded in 1817.

With reference to the previous article in No. 45, it may be mentioned that in Millan's Army List, 1742, under the heading 'Dragoons Broke' (*i.e.*, Dragoons disbanded), appear Dragoon Regiments numbered 1 to 25.

No account has been taken of these in that article, as these numerical titles had not been definitely assigned them.



THE UNIFORM OF GENERAL OFFICERS OF CAVALRY

THE full dress of Generals has been simplified of recent years by substituting braid for the embroidered oak leaves on the collar, cuffs and skirts, as well as by other modifications.

Before the adoption of epaulettes or badges of rank, it was necessary to distinguish officers by some peculiarity in dress, and thus even after Queen Anne's reign General Officers on the battlefield wore body armour and carried the baton as a badge of office. When the armour was laid aside the General's dress was distinguished from that of the regimental officers by a gold aiguillette on the right shoulder. This ornament was derived from the *aglet* worn by Cavalry, which is said to have been originally a rope used for binding forage.

In the Waterloo period General Officers of Light Cavalry wore a distinctive uniform. Those of light dragoons when in the field wore blue jackets faced with scarlet and embroidered with gold according to their respective ranks, and made according to the pattern established for light dragoons. The sash was crimson and gold, the sabretache, pouch, shako with crimson and white plume, were the same as for regimental officers. Generals of hussars wore a hussar uniform, and when at a levee appeared in scarlet pantaloons ornamented with gold.

It was optional for these Cavalry Generals when attending a levee to wear their Cavalry uniform or the full-dress staff uniform.



From a print kindly lent by Robson & Co., 7, Hanover St., W.

By C. H.

UNIFORM OF A MAJOR-GENERAL OF LIGHT DRAGOONS, 1813.



1 & 2. Lord Strathcona's Horse training at Camp Hughes, Manitoba, 1922.

3. Brigadier General R. W. Paterson, C.M.G., D.S.O., Lt. Col. H. A. Stewart, D.S.O., and Major C. E. Connolly.

CANADA

THOSE of our readers who have served in the field with Canadian Cavalry will be interested in these pictures from Camp Hughes, Manitoba, where last summer three of the regiments of the 6th Mounted Brigade carried out their training. These were the 12th Manitoba Dragoons, the Manitoba Mounted Rifles and the Border Horse. The Fort Garry Horse trained at St. Charles, and a very good start has been made in the reconstitution of these regiments. Steady progress was also attained in Eastern Canada.

The Dominion contains such vast tracks of prairie and mountain that to traverse them man must have his co-efficient, the horse. It follows as a corollary that we find Canadians born to the saddle, who form one machine with their mount, are 'demi-natured with the brave beast,' and with this factor of combination a minimum of schooling is needed to attain proficiency in the intricacies of the musical ride, or the acrobaticism of the vaulting team.

At the Canadian National Exhibition, Toronto, the largest annual fair in the western hemisphere, the Royal Canadian Dragoons gave a brilliant musical ride, by permission of Lieut.-Colonel F. Gilman, D.S.O.; 'B' Squadron produced a circus, and the Royal Military College, Kingston, provided a jumping and vaulting display, all of which were immensely appreciated.



CAP BADGE, 2ND CANADIAN MOUNTED RIFLES. BRITISH COLUMBIA HORSE.

'THE IMAGE OF WAR'

'UNTING,' exclaimed Mr. Jorrocks in his celebrated 'Sporting Lector,' 'is the sport of kings, the image of war without its guilt, and only five and twenty per cent. of its danger.' For years these words were a puzzle to the present writer, nor could he ever find anyone to explain their connection with fox-hunting. They are to be found, however—with the exception of course of the cockney tag—in 'The Chase,' a poem published in 1780. Its author, William Somerville, was a Warwickshire squire who, as Dr. Johnson remarked, was 'commonly said to write very well for a gentleman.' It is dedicated to Frederick Prince of Wales, and opens as follows :

The Chase, I sing; hounds and their various breed
 And no less various use. O thou great prince
 Whom Cambria's towering hills proclaim their lord
 . . . my hoarse-sounding horn
 Summons thee to the Chase, the sport of kings,
 Image of war without its guilt.

But Somerville was not referring to fox-hunting, for in a poem of some 2,000 lines, less than a tenth are devoted to that sport. In his time, also, the fox was slowly emerging from his status as vermin, hunting, as we know it, only having come in about the beginning of the last century* ; and though the sovereigns of England from Edward the Confessor to George II., with scarcely an exception, were patrons of the stag-hunt, none of them had ever ridden after a fox. So much for 'the sport of kings.' Now the words 'image of war without its guilt' are distinctly allied to a certain section of the poem which describes a wild beast

* Badminton Library, 'Hunting,' 3rd Ed., p. 33.

drive carried out at Delhi by the troops of Aurungzebe who, the poet tells us, had not assembled them

To rob and to destroy beneath the name
And specious guise of war. A nobler cause
Calls Aurungzebe to arms. No cities sacked,
No mother's tears, no helpless orphan's cries,
No violated leagues with sharp remorse,
Shall sting the conscious victor; but mankind
Shall hail him good and just, for 'tis on beasts
He draws his vengeful sword; on beasts of prey,
Full-fed with human gore.

In the subsequent description it is shown how these drives were in reality a training for war.

Dealing with an earlier age, Gibbon elaborates the same subject. Thus, in speaking of the Scythians and Tartars of the 4th Century, he writes*: ‘But the exploits of the hunters of Scythia are not confined to the destruction of timid and unnoxious beasts; they boldly encounter the angry wild boar when he turns against his pursuers, excite the sluggish courage of the bear and provoke the fury of the tiger as he slumbers in the thicket. Where there is danger there may be glory; and the mode of hunting which opens the fairest field to the exertion of valour may justly be considered as the image and the school of war. The general hunting matches, the pride and delight of the Tartar princes, compose an instructive exercise for their numerous cavalry. A circle is drawn of many miles in circumference to encompass the game of an extensive district; and the troops that form the circle regularly advance towards a common centre, where the captive animals, surrounded on every side, are abandoned to the darts of the hunters. In this march, which frequently continues many days, the cavalry are obliged to climb the hills, to swim the rivers, and to wind through the valleys without interrupting the prescribed order of their gradual progress. They acquire the habit of directing their eyes and their steps to a remote object; of

* ‘Decline and Fall of the Roman Empire’ by E. Gibbon, ch. xxvi.

preserving their intervals; of suspending or accelerating their pace according to the motions of the troops on their right and left; and of watching and repeating the signals of their leaders. The leaders study in this practical school the most important lessons of the military art, the prompt and accurate judgment of ground, of distance and of time. To employ against a human enemy the same patience and valour, the same skill and discipline, is the only alteration required in real war; and the amusements of the chase serve as a prelude to the conquest of an empire.'

Cervantes also uses the simile 'Hunting is the image of war.'*

But in all this there is no reference to fox-hunting and it would appear that logically Mr. Jorrocks has no case. He can, however, claim the support of his beloved Peter Beckford, who, in his 'Thoughts on Hunting,' remarks: 'fox-hunting is a kind of warfare; its uncertainties, its fatigues, its difficulties and its dangers rendering it interesting above all other diversions.' Now war, doubtless, also has its uncertainties, its fatigues, its difficulties and its dangers, as fox-hunting has its ardour and its enthusiasm; but can it be asserted that the one is the image of the other? In the years that elapsed between the publication of 'The Chase' and 'Handley Cross,'† fox-hunting, if not 'the sport of kings,' had become for many the king of sports. But the image of war—in Mr. Jorrocks's day?—in our day? We search in vain for material likeness; but is there no spiritual likeness?—thoughts of Balacava and of Palestine cross the mind—but it is for experts to say. For the generality of us, however—and fox-hunters or not we all love our Jorrocks—that gentleman's famous exordium, if not true, is at all events *ben trovato*.

* In Jervis's translation of 'Don Quixote,' chap. xxxvi., the Duke remarks 'the hunting of wild beasts is the most proper and necessary for kings. Hunting is an image of war; in it there are stratagems, artifices and ambuscades.'

† 'Handley Cross' was published in 1854.

FROM CAIRO TO THE CAPE

By MAJOR-GENERAL THE RIGHT HON. SIR LOVICK FRIEND,
K.B.E., C.B., R.E.

DURING my visit to Cairo last winter (1921-22) I had proposed visiting the Sudan—to see Khartoum and the various other places—where I had spent several arduous and interesting years as Director of Works and Stores, Egyptian Army (1900 to 1904). I also intended to come back and take steamer at Port Sudan to go down the East Coast of Africa as far as Beira, then by train from Beira to Rhodesia, the Transvaal, Natal, and so home from the Cape.

However, on applying for the necessary permit to enter the Sudan, the Sudan Agent in Cairo suggested to me that it was a comparatively easy matter to go from Khartoum right up the Nile as far as Rejaf, then walk (some one hundred miles) past the Folah Rapids to Nimule, where another service of steamers called periodically for passengers and took them to Butiaba on Lake Albert. From Lake Albert there are motor lorries running across to Masindi Port, on Lake Kioga, where another steamer plies between Masindi Port and Namasagali on the Victoria Nile. From Namasagali a short railroad connects that place to Jinja on Lake Victoria, and steamers from Jinja connect to Kisumu, the railhead of the Uganda railroad, and to Kampala, Entebbe, etc., and all ports on Lake Victoria.

This prospect was so attractive, and the persuasive powers of the genial Sudan agent were such, that I decided to attempt this Cairo to Cape journey. Since my return it has been

suggested to me that a short account of the less well-known parts of my wanderings might, perhaps, be of interest.

It was about seventeen years since I had last seen the Sudan, and I found it most interesting to see the great progress that had been made during those years. It was also satisfactory to me, personally, to see that the buildings we had constructed in the former times had stood the course of years fairly well, and that extensions and additions had been carried out to many of them.

Thanks to the well-known hospitality of the Governor-General and his wife, my old friends General Sir Lee and Lady Stack, I had a most delightful ten days at Khartoum, and I had the opportunity of seeing the new reservoir dam on the Blue Nile—at Mekwah, near Senaar—then under construction.

The Sudan Government steamers leave Khartoum twice a month for Rejaf and the South, and take about sixteen days. We left on February 6, and arrived at Rejaf on February 23. The Nile was at an exceptionally low stage this year, and we only just scraped through the upper reaches by some very skilful manœuvring.

This voyage by steamer up the Nile is now pretty well known. It is a comfortable, leisurely proceeding, made interesting by the sight of large numbers and great varieties of aquatic birds, the numbers of hippos and crocodiles, and by the occasional sight of waterbuck, antelopes, buffaloes, and elephants. The natives were burning large tracts of grass and sudd, so that in places we were able to observe some considerable numbers of elephants, driven from their natural cover by the smoke and fire.

At Rejaf I found the native carriers I had wired for from Khartoum, already collected, under charge of a Sudanese armed policeman. These native carriers carry a load of about 40 lb. on their heads; they walk about 8 miles an hour, and can do 12 to 15 miles a day comfortably. They

are paid for through the local official, at the rate of a few shillings a day, including their ration allowance.

The 100-mile walk across from Rejaf to Nimule is practically alongside the Folah Rapids, which are impassable for any boat. For this walk it is necessary to provide a small camping kit : bed, bedding, mosquito net, bath, chair, table, cooking utensils, and also a supply of stores to last about a fortnight, so as to be on the safe side. These must all be arranged and packed in boxes, or compact bundles, not exceeding 40 lb. in weight. The camping kit and stores can be obtained at Khartoum, and the surplus stores and kit can be resold again readily in Uganda or Kenya Colony, at the end of the journey.

A native cook and personal servant are also necessary, and I was lucky in securing two excellent Swahili boys, who had just arrived at Rejaf from Uganda with a large shooting party, and who were anxious to return to Nairobi. They therefore willingly accepted my offer to return there in my pay.

I was also lucky in meeting on the Nile steamer Dr. Christy, the well-known traveller and explorer, as I am much indebted to him for his valuable advice and help. He was going into the Belgian Congo, and it was with envy that I saw him start off from Rejaf, with all his stores, etc., in motor cars, on a good motor road, with a well-served telegraph line alongside it. I, proceeding from the Sudan into Uganda, had to walk 100 miles on a roughish track, and if I wished to telegraph ahead, the message would be taken by a native runner to Nimule (three days) and then sent by a very shaky telephone line, worked by native operators, to a post on Lake Albert, whence it filtered through to Lake Victoria and civilisation.

The walk from Rejaf to Nimule is rather a trying one. The road is a wide track, rough and stony in places, and at this time of year (February–March) almost entirely hedged in on both sides by tall elephant grass with scattered trees.

It is thus very hot at times, and the high grass prevents, as a rule, distant views of the country. Here and there rocky hills stand up, covered with boulders and trees, and at times troops of monkeys cross the road. Other animals can be heard in the distance around one, and I have no doubt that a regular shooting expedition would find plenty of game near by. There are but few villages along the road, and the country is wild and desolate.

The road is very well provided with rest-houses; these are well-built and clean, and occur at intervals of 8 to 12 miles, so that one can arrange the day's journey accordingly. We averaged about 12 miles a day, *i.e.*, a four-hour walk, starting soon after daylight about 5.30 a.m., and ending about 10 a.m. This generally avoids the extreme midday heat, and the afternoon rain. At the rest-houses the caretakers provide water, and can sometimes provide chickens, eggs, and guinea-fowl.

The native carriers are changed about half-way across, as those from Rejaf district are not allowed to enter the sleeping-sickness district of Nimule.

I was accompanied part of my journey by two American travellers, who made the way very cheery and pleasant. The lady was carried at times in a cumbrous sort of Sedan chair, made of an ordinary wickerwork chair with a swinging foot-rest and two long heavy poles. The four natives who carried this chair balanced the ends of the long poles on the tops of their heads, which looked rather precarious, but seemed to answer all right.

Arrived at Nimule, it was found that our arrival was unexpected. I think some accident had happened to the native runner, and that owing to this, and also to the low state of the Nile, the steamer which should have called at Nimule in two days' time would not arrive for another eight days; so I had to pass these eight days at Nimule. There are many worse places to stay at. Nimule must have been

formerly quite an important place: there are the remains of a number of good buildings and barracks. It stands at the head of the Folah Rapids, on high ground looking south over a flat wooded plain towards Lake Albert.

The official at Nimule was a most interesting and well-informed Syrian Doctor, who had studied his profession at the American College in Beyrout. He had been at Nimule some eight years, and was intensely interested in the study of sleeping sickness. He had a large segregation camp there under his supervision, and he expressed strong hopes that a real cure would shortly be found for this terrible scourge.

Thanks to this officer, the time at Nimule was passed very pleasantly. There are quantities of big game in the district; the Folah Rapids are well worth seeing, and there is capital fishing in the pools. There were native dances and gatherings; the capture and despatch of a hippo in a concealed pit; and various other festivities.

At last the long-looked-for steamer arrived. It turned out to be a small open steam-launch, the *Kenya*, which had been going for the last forty years, and had carried all kinds of notables to and from Lake Albert. This small vessel, with a barge-like open boat in tow, took five days to do the 160 miles to Lake Albert. Half-way across Lake Albert we encountered a heavy southerly storm, before which we had to run for shelter up the branch of the Nile leading to the Murchison Falls. There we repaired damages as well as possible, and next day continued the journey and arrived thankfully at Butiaba, on the east shore of Lake Albert.

The country on both sides of the Nile between Nimule and Lake Albert is open bush, with very few inhabitants, but apparently full of big game. One evening we saw two fine bull elephants, and a splendid lion within a hundred yards of the bank. The old station at Waddai is famed for its lions, which are said to have twice cleared off the telegraph operators at that station, which is now abandoned.

Lake Albert is a lovely lake (except during a storm). It is bordered by high hills, those on the west rising abruptly from the water's edge to a height of some thousands of feet. The crest of these hills forms the watershed between the Nile and the Congo, and it is only a little distance inside the Congo boundary that the Kilo gold mines are being worked.

Butiaba is a small town constructed on the foreshore under the hills on the eastern shore of the Lake. There is a good little harbour, protected by a low sandspit; but the wharf, pier and buildings were all carried away by the exceptional high rise of the Lake four or five years ago, and they have not yet been replaced.

Owing to the delays at Nimule and in the steam-launch, we now found that we had missed the weekly connection through to Lake Victoria, so there was another wait of five days to be put in at Masindi.

From Butiaba the way lies by motor road (70 miles long) up the escarpment eastwards to Masindi town, and then to Masindi Port on Lake Kioga. There are no hotels or rest-houses at Butiaba or Masindi Port; but Masindi Town, about half-way across, is a well-built, fairly large Government settlement, with a District Commissioner, Government buildings, and a small hotel. Here I spent several pleasant days, and visited some of the plantation estates, where coffee and bananas are the staple crops.

From Masindi Port a well-furnished sternwheel steamer took me over the shallow, swampy Lake Kioga, calling at various plantation landing stages on the way. At each of these we picked up barges laden with bales of cotton, to take south to Lake Victoria in transit for the coast port at Mombasa. The land round Lake Kioga is evidently very favourable for cotton cultivation, being very moist and heavy, and the rainfall is large. A heavy crop had just been gathered. The chief drawback to this industry is the transportation to the coast, necessitating five different transshipments between

steamers and railroads. In trying to fetch away the last bargeload of cotton, our steamer stuck fast on a sandbank, from which we only got clear after eighteen hours of hard struggling. Some compensation was, however, obtained by a distant view of Mount Elgon.

Up the branch of the Nile known as the Victoria Nile, we came to the railhead (Namasagali) of the short 60-mile line which runs, past the Ripon Rapids and Falls, to Jinja, the coast port on Lake Victoria. At Jinja is a comfortable hotel, a District Commissioner, Government offices, two banks, shops, and a very fair golf course. The golf course was frequented at night by a very friendly hippo, who made a short cut across the first and seventh greens to the vegetable garden of the hotel. Here also the large Lake steamers call periodically on their way between Kisumu (the railhead of the Uganda railroad), Jinja, Kampala (the business town of Uganda, and Entebbe (the official capital).

Within a mile of Jinja are the Ripon Falls, where a large volume of water pours out through a passage about 600 yards wide, and falls some 50 feet, on its 3,000-mile journey to the Mediterranean Sea.

Numbers of large fish are constantly leaping below the Falls, in a vain attempt, apparently, to get up; but, after some time watching them, I did not see any of them get anywhere near success. Perhaps they jump out of the water to avoid the attentions of crocodiles.

The rainy season of April and May was now fast approaching, and this is no joke in Kenya Colony; so I took the first steamer from Jinja to Kisumu, and then by rail to Nairobi.

After staying in and about Nairobi for two weeks, I travelled to the coast, and got a passage on a small steamer to Tanga, Dar-es-Salam, Zanzibar, Mozambique, and Beira.

This is a slow but interesting journey. Especially interesting are the old-world harbours of Zanzibar and Mozambique, with their ancient forts and historical associations.

The harbour authorities are not very energetic or up to date, but I think the Portuguese authorities at Beira are about the limit. The pilot, who should have navigated our steamer from 14 miles out, came on board just as the anchor was dropped in the harbour; and when I asked why he came on board at all, I was told he came for his pilotage fee—fifteen pounds!

The journey from Beira by rail to Rhodesia is well known, and I thoroughly enjoyed the six weeks I spent at Salisbury, Buluwayo, the Victoria Falls, Livingstone, Fort Victoria, Johannesburg, Pretoria, Natal and Durban. From Durban a luxurious Union Castle steamer took me, by East London, Port Elizabeth and Mossul Bay, to Cape Town, and, after a stay of three days at Cape Town, proceeded on a seventeen-day voyage to Southampton.

My trip from Cairo to Cape Town took me about sixteen weeks, and gave me time to stay several weeks at the principal places. It cost me about £280 all told, at the rate of fifty shillings a day. To this must be added the cost of the journeys from London to Cairo, say £70—and from the Cape to Southampton, say £100—or £450 in all.

I strongly advise anyone thinking of doing a somewhat similar trip, to do it the other way, from the Cape to Cairo. All the facilities for transport, etc., are at the southern ends of the various sections, and one goes down stream on the Nile; also, it is well to avoid Kenya Colony and Uganda in April and May, the heavy rain season.

Southern Rhodesia appeared to me by far the most attractive country for living in; and for young, energetic men with a small capital it offers many advantages and prospects.

OPPOSING VIEWS OF THE ACTION OF THE FRENCH AND GERMAN CAVALRY IN THE GREAT WAR

By COLONEL H. C. WYLLY, C.B.

IN certain of the more militant of the journals of France and Germany there have lately appeared some discussions as to the action of the mounted troops of these countries during the war, and especially during the war of movement in which it opened and closed. Certain statements were put forward in the *Revue des Deux Mondes* by General Féraud, and these have been somewhat heatedly replied to in two numbers—Nos. 7 and 8—of the *Militär-Wochenblatt*, by Lieut.-General and Inspector of Cavalry von Poseck. By their brother officers each of the disputants is deservedly regarded as something of an authority on the subject of which he treats, and it may not be uninteresting to English cavalymen to hear in brief what each has to say.

General Féraud open his remarks with the claim that from the very commencement of operations in August, 1914, the French Cavalry established its superiority over the German; that in the beginning, from Alsace to the Ardennes, French patrols and small cavalry bodies worked far to the front, were never required to measure themselves against the enemy cavalry of similar strength, and thus became everywhere *maîtres du terrain*. The result was, so General Féraud claims, that when the concentration was concluded and the operations leading up to a battle opened, the Cavalry Corps of Sordet and Abonneau were able to move everywhere unhindered and unmolested, accomplishing all that was required

of them without having anywhere encountered the main cavalry body of the opponent. The French writer asks what the German Cavalry was doing, but without discovering any satisfactory solution of the question; he declares emphatically, however, that the German Cavalry did none of the things that had been expected of it, with the result that after the battles of the frontiers, and in the retreat that resulted from them, the army was able to recover without having been really followed up, the German horsemen seeming unwilling to engage and finally ceasing to pursue at all, so that the Allies were permitted to re-unite their forces in readiness for a fresh action.

The German armies on the right flank, it is urged, were provided with a very powerful cavalry in the corps of Marwitz and Richthofen; it was obviously their *rôle*, in exploiting the German doctrine of envelopment, to scout on and cover von Kluck's flank; but as a matter of fact they did neither, and the German High Command early admitted the disastrous effects of this abstention. The French Cavalry, on the other hand, was ever watchful over the enemy's movements, and as early as August 29 reported his wheel to the south-east.

General Féraud makes the following further claims: that the 1st Cavalry Corps, in spite of the fatigues of the early strenuous days, prepared the ground for the battle by furnishing the necessary intelligence, while by its presence and moral superiority it neutralised the efforts of the opposing cavalry, which, left thus groping in the dark, committed the German armies to the surprises and defeats of the Ourcq and the Marne. In Lorraine, Conneau's Cavalry Corps covered the interval between the retreating First and Second Armies, and the 6th Cavalry Division held the gap by dismounted fire for four hours, suffering heavy losses, until an infantry division was able to come up in line. In Champagne a gap of 15 kilometres between the Fourth and Ninth French Armies was filled by the dismounted men of the 9th Cavalry

Division, who thus immobilised the centre of the Third German Army. Again, the 5th Division of the 1st Cavalry Corps slipped unnoticed through the forest of Villers-Cotteret, turned the German right flank, cut up convoys, and on September 8 only just failed to capture General von Kluck himself. Finally, a new cavalry corps under General Conneau, during the battle of the Marne, covered the 20 kilometres interval which separated the British Expeditionary Force and the Fifth French Army; while after the battle this corps pursued the enemy, and the division Contades actually reached Sissonne in rear of the German forces on September 13.

General Féraud draws attention to the important part played by the 1st and 2nd French Cavalry Corps in covering the final deployment of no fewer than four armies in the so-called "Race to the Sea."

During the long period of trench warfare four cavalry divisions were broken up, the men being employed as infantry, while their horses were handed over to the artillery; but when in March and May, 1918, the German offensive threatened Paris anew, when the British front was broken, and reinforcements were urgently needed, it was the cavalry that was earliest upon the scene. The 1st French Cavalry Division was sent first to Noyon and then to the west to fill the gaps; the 5th was used to cover Montdidier and the detrainment of Debeney's army brought up from Lorraine; the 4th took up the line to the north of Moreuil and fought stoutly at Arrièrecourt; while the 2nd Cavalry Corps made a forced march of sixty hours from Normandy and arrived in time to stiffen the resistance in Flanders.

The war, General Féraud suggests, came to an end too soon, at the very moment when the Cavalry arm was about to enter upon the scene to exploit and confirm the victory of the Western Allies.

As might have been expected, German military writers do not appear to be inclined to take all these charges and claims

'lying down,' and the Inspector of Cavalry, Lieutenant-General von Poseck, has a good deal to say in reply, but much of it he has already given to the German world in his book, 'The German Cavalry in Belgium and France in 1914,' and in more than one article which he has contributed to German military journals. Naturally, he is especially *aufgeregt* at the charge brought by General Féraud that the German Cavalry avoided contact with its opponents. He states that he was personally a witness of no fewer than fourteen several occasions in August and September, 1914, when the Cavalry Division he commanded was ready to attack, and sixteen occasions when it actually did so, on which the French either disappeared altogether from the scene or took up dismounted fire action. He especially recalls the mounted attack of the 4th Cavalry Division near Haelen and that of the Bavarian Uhlan Brigade at Lagarde, when these charged home against really desperate odds. To the claims put forward by General Féraud as to the information brought in by Generals Sordet and Abonneau, von Poseck cites the statement of M. Hanotaux in his 'History of the War,' wherein he states that Marwitz's cavalry drew a veil which the enemy failed to lift, and that the early French cavalry reconnaissances consequently revealed but little that was of value.

Von Poseck cordially agrees with General Féraud that Sordet saw nothing of the German cavalry bodies, but finds the reason for this in the *fact*, as he so describes it, that the French Cavalry invariably moved in the direction in which the opposing cavalry was not to be found. As to the work of Conneau's mounted men, von Poseck finds that the ground was wholly unsuitable for cavalry action, and that on neither side was much either attempted or achieved; still, so says the German critic, when the two German Cavalry Divisions did their best to bring the two opposing divisions to action about Saarburg on August 8 and 9, these at once fell back

under the guns of Manonvillers; while by the 22nd of the month Conneau was obliged to withdraw his divisions to the shelter of the Second Army by reason of the complete exhaustion of both men and horses.

Turning to the consideration of what has been said on the French side as to the failure of the German Cavalry to pursue effectively during the Great Retreat, and as to the efficiency of the French horsemen in protecting the rear of the Allied armies as they fell back, von Poseck states that the Cavalry Corps led by Marwitz carried out between August 25 and September 6 no fewer than twenty-two pursuing actions, while that led by Richthofen was engaged in twenty-four. On more than one occasion, it is pointed out, the German Cavalry found itself actually between retiring enemy columns, as at Néry and Soissons; while had not Marwitz lost twenty-four precious hours in carrying out the advance on Courtrai as ordered, he must have enveloped and destroyed the exposed flank of the British Army. Finally, von Poseck quotes Lord French in support of his claims as to the losses sustained by the English through the action of the pursuing German Cavalry.

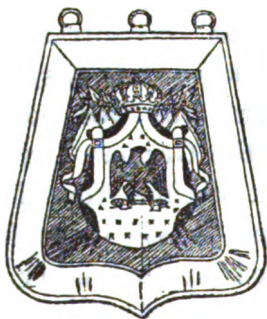
In regard to one point the French and German critics are in full agreement, viz., that the whole bulk of the German Cavalry should have been concentrated on the right of the Army to push forward towards Paris, as von Schlieffen had always advocated. That this was not done was, however, in no way the fault of the German Cavalry.

General von Poseck derides the claim that the French 5th Cavalry Division, in the raid through the forest of Villers-Cotterêt, only just failed on September 8 to capture General von Kluck at the Château of Ancienville; the general, it appears, was not there at all on that date, but was at Mareuil; the raid did, however, actually achieve something, as von Poseck admits: it cut for a time the communications of the First German Army between Soissons and La Ferté-Milon, and

the French Cavalry fell upon and burnt a motor-lorry convoy. It had, however, no influence whatever upon von Kluck's decision to retire the First Army.

If the Cavalry Corps of Conneau and the division of Contades did succeed, as claimed by Féraud, in reaching the German rear near Soissons on September 13, they did not remain there long, for, as von Poseck asserts, these fell back at once on the appearance of Richthofen with two German Cavalry Divisions and disappeared so rapidly that the pursuit failed to overtake them.

Of the remainder of the claims made by the writer in the *Revue des Deux Mondes* the German critic has little or nothing to say in reply. Both of these writers are mainly concerned in praising the efforts of their own Cavalry and belittling the work done by that to which it was opposed; but neither seems to realise that to decry one's opponent does not materially enhance the glory of one's own achievements.



THE MACHINE GUN CORPS (CAVALRY) IN FRANCE, 1916-1918

By CAPTAIN T. PRESTON, M.C., *Yorkshire Hussars.*

XI.—THE FINAL ADVANCE—CONCLUSION.

DURING the latter half of October, the nature of the fighting did not admit of cavalry action; but from November 5 to the date of the Armistice, the cavalry brigades took their places in front of the advancing Armies, and had several brushes with the enemy, though there was no cavalry battle on a large scale.

The 5th Machine Gun Squadron was, on November 5, with the 20th Hussars, acting as advanced guard to the IX Corps, (46th and 32nd Divisions). The machine-guns helped C Squadron of the 20th in their advance from Bazuel (near Le Cateau) to Favril, where nine prisoners, two horses and a 9-inch howitzer were captured. They then assisted in consolidating tactical points in front of Favril.

Next day, November 6, the Squadron, still with the 20th Hussars, moved on to Maroilles, and on November 7 to Cartignies. On the latter date, Lieutenant J. P. E. Walker's subsection was shelled, he himself being wounded, together with one man and six horses.

On November 8, the various subsections again went forward with the 20th Hussars, patrolling ahead of the infantry towards Avesnes, and next day (9th) a further move was made to Sains du Nord and Liessies. On this date the main body of the Fourth Army was halted owing to supply difficulties, and touch with the retreating enemy was kept by a mobile force

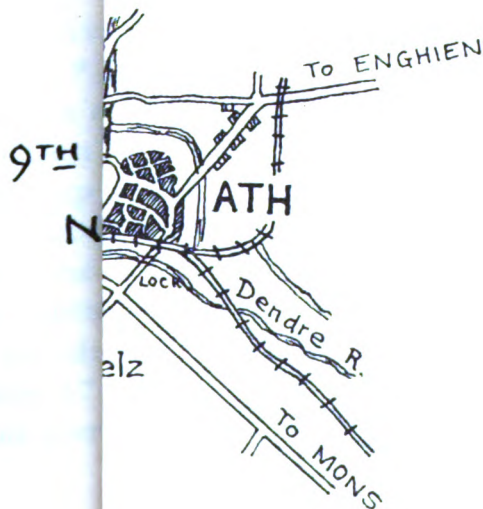
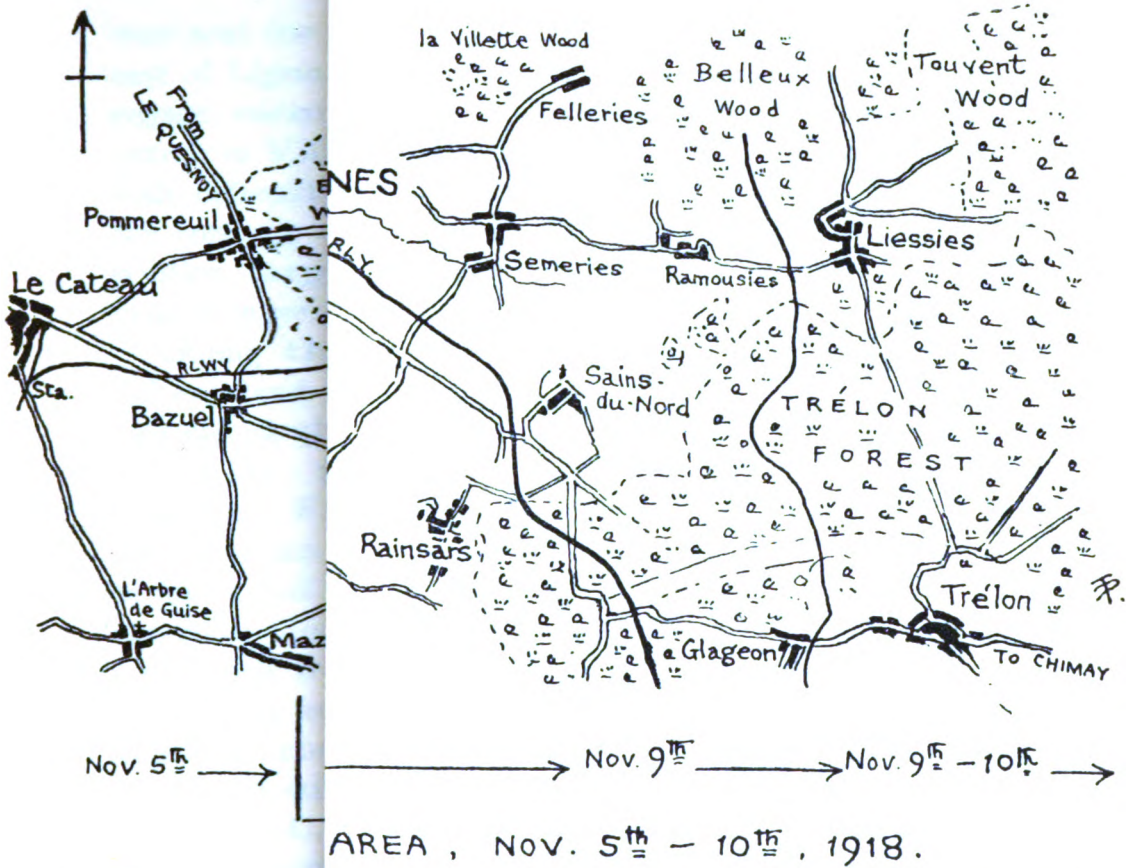
of all arms under Major-General H. K. Bethell, this force including the 5th Cavalry Brigade.

During the forward movement of Bethell's Force on November 10, two guns of the 5th Machine Gun Squadron engaged German machine gunners and a trench mortar battery on the edge of Touvent Wood, this being the last time that the Squadron confronted the enemy.

The 6th, 7th and Canadian Machine Gun Squadrons moved with the 3rd Cavalry Division to the Second Army area on November 6, and subsections were allotted to regiments on November 9, ready to go into action; but though some of the regiments' advanced patrols had encounters with the German rearguards in the neighbourhood of Lessines, the machine guns were not called upon before the signing of the Armistice. The same was the case with the 4th Machine Gun Squadron which, with its brigade, was at Assevent near Maubeuge when hostilities ceased.

The 3rd Cavalry Brigade was approaching Mons on November 10, and the 3rd Machine Gun Squadron was attached to the 16th Lancers, acting as advanced guard to the 63rd Division. During the day, three subsections came into action for short periods, and did good work in silencing German machine guns which had been worrying our advance near Harmignies.

Turning to the 1st Cavalry Division, the 9th Cavalry Brigade, with the 15th Hussars leading, moved through Leuze along the Ath road on the morning of November 10; Second-Lieutenant H. C. Mount's subsection 9th Machine Gun Squadron went with the advanced guard. At 8 a.m. the enemy was encountered east of Ligne, and Second-Lieutenant Mount's guns, with an escort of a N.C.O. and four men, were ordered forward. By making a detour, Mount was able to open fire on a German machine gun on the main road 400 yards west of the village, forcing the enemy to retire and shooting at them as they did so. The led horses of the subsection



were sent for and rejoined the gun teams at the level crossing east of Ligne. From here the guns were ordered forward to engage enemy machine guns which were holding up our patrols in Villiers St. Amand. This task was carried out with little difficulty, and finally a position was taken up covering the crossing over the River Dendre south of Ath; from this position, targets were engaged in Ath till nightfall, when the guns were withdrawn and rejoined the Squadron.

During the day, Private Arthur Knight, acting as scout, did excellent service and showed great courage and resource; he received the M.M. later.

In the meantime another subsection under Second-Lieutenant F. Twist, M.C., M.M., was acting with B Squadron 15th Hussars at Villers St. Amand, firing on parties of Germans in farms and compelling them to clear out. Later in the day, this subsection gave valuable help in silencing German machine guns which were holding up troops of the 15th Hussars in their attempt to reach Ath. Second-Lieutenant Twist's two guns fired 4,000 rounds during the day.

A third subsection of the 9th Machine Gun Squadron, under Lieutenant C. Eade, M.C., also working with the 15th Hussars, engaged enemy machine guns to the north of the Leuze-Ath road. The led horses of this subsection were heavily shelled, seven being killed and eight wounded, whilst one man was killed and five were wounded.

* * * * *

So far as active operations are concerned, the history of the Machine Gun Squadrons in France ends here. It only remains to 'wind up the thread' and record their doings from the date of the Armistice to the final break-up of the Cavalry branch of the Machine Gun Corps.

The original intention was that all three Cavalry Divisions should march to the Rhine, and the move forward started on November 17; but on November 24, the 2nd and 3rd Cavalry Divisions were halted in Belgium owing to supply difficul-

ties, and only the 1st Cavalry Division went forward into Germany.

On December 12, 1918, the 1st, 2nd, and 9th Machine Gun Squadrons had the privilege of taking part in the historic crossing of the Rhine at Cologne, the G.O.C. Second Army taking the salute at the Hohenzollern Bridge. They helped to occupy the bridgehead till relieved by the infantry on December 15, after which they billeted in and around Cologne for the winter. On the re-organisation of the Cavalry Division on the Rhine, these three Squadrons, to correspond with their Brigades, became known as the Hussar, Lancer, and Dragoon Machine Gun Squadrons. They were then commanded respectively by Lieutenant-Colonel A. Fleetwood-Wilson (late O.C. 3rd Squadron and then 39th Machine Gun Battalion); Major J. C. Humfrey, M.C. (late O.C. 11th and 6th Squadrons); and Major J. A. Moncreiffe, O.C. 9th Squadron.

The 3rd, 4th, 5th, 6th, 7th and Canadian Squadrons remained in Belgium, the three latter being billeted near Liège. Their demobilisation started in January at the rate of about twenty-five men a week, and went on till the squadrons were reduced to cadre strength (except the Canadian Squadron, which left Belgium more or less intact). Men not yet due for demobilisation were sent to the squadrons on the Rhine.

In June, 1919, the remaining few officers and men of the Machine Gun Squadrons—with the exception of the three at Cologne—finally reached England, and were absorbed in Maresfield Park Training Centre, which in August was moved to Shorncliffe. Later in 1919, when the Cavalry Division on the Rhine was broken up, the Hussar, Lancer and Dragoon Machine Gun Squadrons also returned home.

Early in 1920 the rumour spread that the Machine Gun Corps—both Infantry and Cavalry branches—was to be broken up for reasons of economy, and this soon proved to be true. The Depot at Shorncliffe dwindled down to a few 'Regular'

officers and men, who were gradually absorbed into other units.

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No record of the Machine Gun Squadrons' doings would be complete without a reference to the very real *esprit de corps* that existed among them. The writer never met an officer or man who was not proud of the Corps, or who wished himself back in his regiment after joining a Machine Gun Squadron. This is not said in the least in disparagement of the regiments, but just to show what a strong attachment men formed for the new units in which they found themselves. For the attractions of service in a Machine Gun Squadron two reasons may be suggested: first, it was a small enough unit for every man to know his C.O. personally; and, second, the interest in the Vickers gun itself. Certainly no arm in the Service—not even the R.H.A.—had a greater confidence in its weapon than had the men of the Machine Gun Corps. One and all regarded the Vickers gun as the queen of weapons for Infantry and Cavalry alike; one and all were convinced of its superiority over any other pattern of machine-gun, whether British, French, or German. The cavalryman in a regiment had to divide his training in arms between rifle, bayonet, bomb, sword, and sometimes lance as well; the Cavalry machine-gunner gave practically his whole attention to the Vickers gun. It was indeed a happy thought to reproduce the gun itself in the badge of the Corps.

Besides their undoubted skill with their weapons, the Machine Gun Squadrons were no whit behind the regiments in their care of, and pride in, their horses. The subsections vied with each other in getting their mounts fit, in the choice of pack-ponies, in training the teams to jump, and in all the other details so dear to a keen horsemaster.

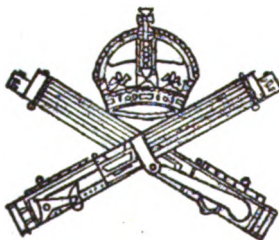
It was very pleasing to note the friendly spirit that always existed between the Cavalry and Infantry branches of the Corps, on the occasions when the Squadrons did duty in the

trenches. The writer remembers when it was once suggested that the Machine Gun Corps (Cavalry) should have a slightly different badge, to include a horse, so as to avoid their being mistaken for the Infantry branch. A Machine Gun Squadron-leader, hearing this suggestion, said: 'Well, personally, I'm always very proud to be mistaken for an Infantry machine-gunner!' Yes; the Machine Gun Corps was a great brotherhood, and it is a melancholy thought that the well-known badge, so proudly worn by hundreds of men in every Division in France and the East, should now have disappeared altogether from the British Army.

* * * * *

The men who formed 'The Machine Gun Corps (Cavalry) in France' are now scattered far and wide—the majority in civil occupations, at home and abroad; a few (the Regulars) back in their regiments; while some still remain in France, asleep beneath its soil. It is due to these last, even if there were no other reason, that some narrative of their deeds should be written, however inadequately; and to their glorious memory this story is humbly dedicated.

THE END.



CAVALRY IN THE '45

By WILLIAM LITTLE.

WHEN the standard of rebellion was raised on the braes of Glenfinnan on August 19, 1745, the Highland clansmen flocked to it on foot. Chiefs and lairds would arrive on shelties, but nothing that can be described as Cavalry was present. Before many weeks elapsed, several bodies of horsemen had been raised by Lords and Gentlemen in central Scotland and the Lowlands, some of them mortgaging their estates to mount and equip troops, to which they were appointed captains. In 'Waverley, or 'Tis Sixty Years Since,' Scott tells us something of these early levies, quoting the statements of elderly eye-witnesses, with many of whom he was personally acquainted. Although a work of fiction, we may, allowing for fictitious names, accept Scott's account of the battle of Prestonpans and of the subsequent march into England as historically correct, for he was a careful and accurate historian even in his novels. He says that these troops included not only servants and retainers, but also tenants afraid of losing their farms if they did not follow the laird—by no means keen volunteers—and he describes them as little better than squads of armed men on horseback. Certainly they were few in number and far from ready on September 20 when Sir John Cope's army was defeated at Prestonpans, within a few miles of Edinburgh, thus giving the rebels possession of the Scottish capital. Cope's dragoons were broken (by the furious advance of the clansmen), but only three mounted men were available, it was said, to follow up the rout.

The adherents of the deposed Stuart dynasty styled their leader, in 1745, His Royal Highness Prince Charles Edward, as son and heir of the King, whom they wished to restore as James III. Their opponents called him the Pretender—or, more frequently, the Young Pretender, to distinguish him from his father, who, as the Old Pretender, had tried to regain the British throne in a similar manner and without success in 1715. When things had cooled down after the rebellion of 1745, it was customary, in the interest of peace and of old friendships renewable, to allude to Prince Charlie as the Chevalier, a title void of offence to either party. Nobody was spoken of as a rebel—it was merely hinted that he had been ‘oot’—and the next generation filled the ranks of those Scottish regiments that fought so well in the Napoleonic wars.

When the Chevalier’s army set out from Carlisle in November on their mad expedition into England, the number of his Cavalry did not exceed 450 sabres. These were divided into two bodies, one equipped as dragoons, some of whom were Frenchmen. The dragoons were in two troops, and served as body-guard to the Commander-in-Chief. The other Cavalry were light horse, raised in the Lowlands and on the Scottish Border by Lord Pitsligo and the Earl of Kilmarnock. Probably not one of these descendants of moss-troopers cared a pin whether King George, King James, or King Charles occupied the British throne; but, although the great Border landowners discountenanced the rebellion, the old raiding spirit was not quite dead, and the chance of a ride into England, as in days of yore, was not to be missed. These light horsemen were equipped as hussars, and served as advanced guard, patrols, and scouts to the Highland host.

The invaders reached Derby on December 4. One, James Ray, who describes himself as a gentleman volunteer, but was also a capable spy, dogged the Highland army all the way round, and wrote a long account of his experiences

immediately afterwards. He says that the hussars arrived in the town of Derby some time ahead of the rebels on foot, and he saw them sitting on their horses in the market-place for two hours, awaiting the arrival of the infantry and the allotment of quarters. He says they wore blue uniforms with red facings and fur caps. This is confirmed by Scott. The fur headdress was probably made of hare or otter skins.

After a halt of two days at Derby, it was decided to return to Scotland, not without strenuous opposition on the part of some of the leaders, for they were within two days' forced march of London, which was in a state of panic. But an army under the Duke of Cumberland, a younger son of George II. and a General of no mean ability, was advancing against them, and another force, under Marshal Wade, was preparing to cut them off from the north-east. During their retreat the country people showed as much hostility as they dared, although the rebel army is credited with good behaviour throughout. The things they had no scruples about commandeering were horses and boots.

Passing through the town of Kendal, the hussars were mobbed by the townsmen. One of them was pulled off his horse and nearly murdered before his comrades could get him away, but the victim appears to have succumbed about 4 miles out on the Shap road, and was buried by the wayside. Hearing of this when they arrived at Kendal, the main body imposed a penalty on the town. On Saturday, December 14, the hussars tried to continue their march from Shap to Carlisle by taking the easterly route along the valley of the Eden. But Penrith beacon had been set ablaze, the country was roused, and armed parties were out to attack them. After being headed and hunted all Sunday, the 15th, they got back to Kendal that night and rejoined the main body of their army.

The Highland army set out from Kendal at daybreak on Monday, December 16, intending to reach Penrith, 25 miles

distant, that night. The road over Shap Fells is steep and was in very bad condition, the weather was atrocious, and there was great difficulty in getting their few pieces of artillery over these bleak moors. So they halted for the night in the village of Shap, the guns and their escort remaining out on the road in a storm of wind and rain. There was no lack of loyalty and courage. The column was headed by a handful of light Cavalry, and another handful of Cavalry marched with their Prince about the middle of the line, whilst the rear was brought up by the MacDonalds and the MacPhersons, who took turns as rearguard. The Chevalier arrived at Penrith on the 17th, and halted there to allow his guns to come up. The next morning he held a review of his little army, and found that he could only muster some 5,000 foot and 400 horse. The same day the rearguard reached Clifton, a village about 2 miles south of Penrith, with the pursuing Cavalry close on their heels. There they made a stand, lining the hedges and ditches above the village. The pursuers came on with about 3,000 Cavalry, of whom 1,000 dragoons were dismounted to attack the rebels on foot. They were most gallantly repulsed by the rearguard, but the enemy's main body was only 3 miles away, the Highlanders were almost surrounded by his Cavalry, and were obliged to resume their retreat northwards during the night.

While in exile in France, MacPherson of Cluny, who commanded his clan throughout the campaign, wrote an account of this affair. It appears that the hussars had gone on to Penrith, but were sent back on the 18th to reinforce the rearguard at Clifton. They laid an ambushade at the north end of the village, a ruse much in favour with the moss-troopers of old time, and indicative of the origin of the mounted force in question. But they were observed by an old Quaker resident, who sent his son by a circuitous route to warn their enemies. Cluny laments that the Chevalier's Cavalry were so few in number that no advantage could be

taken of the rout of the English dragoons, either at Prestonpans or at Clifton, otherwise he might have had a different story to tell. Finding themselves given away, the hussars lost no time in getting back into Scotland, and, being within a day or two's ride of their homes, most of the Lowlanders dispersed. Weapons, muster rolls, and every possible trace of their having been 'oot' were carefully destroyed, and when the Duke of Cumberland's army marched through their country they were peaceful husbandmen, tilling their farms, whilst the Government, on the principle of letting sleeping dogs lie, wisely refrained from asking too many questions.

What became of the Chevalier's dragoons is not certain, but some part of his Cavalry must have held together during the retreat through Scotland. A contemporary plan of the final battle which ended the rebellion, fought at Culloden near Inverness on the 16th of April, 1746, shows the Chevalier and his body-guard near the centre of his array, with a handful of horse on each of his flanks. Here, again, their weakness in mounted troops was the misfortune of the Highlanders, for the enemy's Cavalry was able to sweep round their flanks, and was an important factor in turning against them the fortune of the day. The Chevalier's dragoons would, doubtless, demobilise after their defeat and would sink back into the ordinary population as his hussars had done. Lord Elcho, who commanded the first troop of body-guards, made his escape to France; but Lord Balmerino, who commanded the other troop, was captured, taken to the Tower of London, and beheaded. Lord Kilmarnock, who helped to raise and command the hussars, shared the same fate—for it was upon the leaders, and not upon the rank and file, that the Government came down with the utmost severity.

For a rapid march after a retreating enemy, extending over more than 300 miles between Derby and Inverness, Cavalry was, of course, the most important arm, and the Government force included regular regiments. There was

also, according to Ray, 'a large body of gentlemen volunteers, well mounted, who appeared in arms, served at their own expense, and were styled the Royal Hunters.' They were also called the Yorkshire Hunters, and served under General Hawley in Scotland. Before he reached Derby, where he came into touch with the rebel army, the Duke of Cumberland ordered 1,000 Infantry to be mounted on horses collected in the midland district, and these horses were supplemented and exchanged in other districts as the column moved northwards. Ray, who had a keen eye for detail, remarks on the appearance of these Infantrymen with their clumsy muskets and their knapsacks on their backs.

The Dragoons of those days were in reality mounted Infantry, intended to fight on foot, as was the case at Clifton, and regiments, formerly 'Light Dragoons,' have, with the improved tactics of impulsion, been turned into Hussars and Lancers. After the rebellion was over the irregular Cavalry employed on the Government side were disembodied, but it is interesting to note that most of the regular regiments that served in the '45 have a continuous existence under other names down to the present day. The Duke of Montagu's Dragoons, afterwards known as the Queen's Horse, were present at Clifton, and are now the Queen's Bays. Ligonier's Dragoons, who suffered at Falkirk, January 1746, and lost their colonel there, are now the 7th Dragoon Guards.* Cobham's Dragoons, who distinguished themselves on the same occasion, although they were on the losing side, are now the 10th Hussars. Bland's Dragoons, who fought at Clifton, Falkirk, and Culloden, and were afterwards known as the King's Own Light Dragoons, are represented by the 8th Hussars, and Kerr's Dragoons are now the 11th Hussars.

* In 'The Thirteenth Hussars in the Great War' Sir H. Mortimer Durand states that at Falkirk Ligonier commanded the 13th, having been given the Colonelcy after Colonel Gardiner's death. The 7th Dragoon Guards were known as Ligonier's Horse, and had been previously commanded by Ligonier.

STANDARDS AND GUIDONS

By EDWARD FRASER.

To begin at the beginning. Cavalry Standards originated with the Chinese, five hundred years B.C. They are mentioned, together with infantry colours, and their uses in action, in the two Chinese classics on the Art of War known as the 'Sun Tsu' and the 'Wu Tzu.' In the interests of the printers of the CAVALRY JOURNAL, it is better perhaps not to reproduce here the Chinese word of that time for a Cavalry standard. It is stated that, when the telephone was first installed in China, the first message in the vernacular by a native shattered the instruments at both ends and killed the European listener at the receiving end. A square strip of cloth, fastened to and hanging down from a cross-bar on a spear, the *Vexillum* of Cæsar's legionary horse, was the first pattern of Cavalry flag seen in any regular European Army. It was usually blue, and bore the initials of the Roman Republic—'S P Q R.' The light cavalry of the later Roman Army of the Empire adopted a dragon-shaped standard—a long, narrow bag of thin cloth or silk, painted to represent a scaly dragon-body, and closed at the tapering tail-end. The dragon head, of light metal shaped with rigid open jaws, was fixed on top of the staff, and the wind, as the standard-bearer galloped, inflated the dragon body through the jaws and gave it a look of the real thing. On the Arch of Trajan in Rome may be seen carved representations of both types of Cavalry standard. The idea of attaching a strip of cloth at the side of the staff, the essentials of what

we understand as a flag, came in much later—at any rate in Europe. The lance-flags of the Arab invaders of Spain, who threatened to overrun Europe in the eighth century until checked by the Frankish King Charles Martel's epoch-making victory at Tours, are understood to have first suggested it, and from then onwards the side-attached flag was adopted as the European Cavalry type of standard. By the time of the Crusades, in the eleventh and twelfth centuries, such flags had become universal for military purposes, both for horse and foot.

The guidons of our Dragoon regiments represent in shape practically, and trace the origin of their name actually from, the mounted leader's flag of the Knightly days of Chivalry in the Middle Ages. 'Guidon' was originally 'guide-hommes,' the name given in France to the swallow-tailed flags borne on the lances of knights in the field. The name explains its military purpose. In England, according to our first rough-and-ready way of pronouncing the word, on our adopting similar flags for our knights, the flag was called, and spelled, 'getoun,' in which form it appears in old English war ballads of the period of Crecy and Agincourt. The present-day form, guidon, reverting to the orthodox French form, came in later among us and has continued for the same type of Cavalry flag to the present day. It is to the days of Chivalry also that we owe the difference in precedence, so to speak, between modern Cavalry Standards and guidons. The Heavy Cavalry of the British Army—'Horse' as they were first officially styled, now Dragoon Guards—have always carried standards: square, or approximately square, flags. Dragoons and Light Dragoons, corps of later introduction and junior standing, always carried swallow-tailed flags only. The precedence of the two types of flag dates from the mediæval rule by which only knights of distinction who headed their own troops, comprising a number of mounted retainers in the field, had the privilege of flying square banners as personal standards

on their lances. Inferior knights—'knights bachelor'—who could only appear in the field with a squire and a page or two in company, were restricted to swallow-tailed lance-flags, until some heroic feat of arms brought them to royal notice, when they might be created 'knights banneret,' the Sovereign with his own hand cutting off the swallow tails and converting the flag into a banner or standard, promoting it, as it were, to the higher grade of flag. This, perhaps, is sufficient ancient history for present purposes.

The regularisation of Cavalry standards on modern lines dates from Gustavus Adolphus at the time of the Thirty Years' War in Germany. He regimented his troops of Horse, eight troops to a regiment, with a standard to each troop, each regiment having all its standards of one pattern and bearing similar devices. The colour of each set of standards—yellow, red, blue, and so on—differentiated the regiments. We adopted a system of the kind some twelve or fifteen years later, in 1644, during the great Civil War, on the formation of the eleven Cavalry regiments, the 'Horse' of the 'New Model' Army of Cromwell. A standard to each troop of Horse and a guidon to each troop of Dragoons was made a regulation. The bearer of the flag in each case was styled a 'cornet'—a name, in itself, of special Cavalry interest historically.

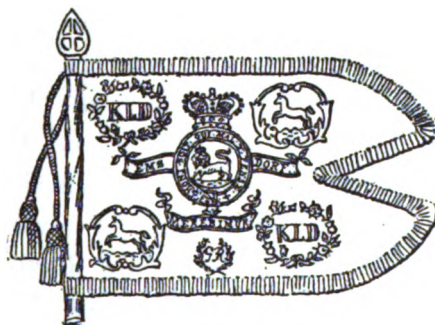
Originally, '*la Cornette*' was the name of the standard of the mounted Life Guard of the King of France. Then it became a general name for French Cavalry standards; for the principal flag or standard of a unit; superior to the guidons. Next the term was also used for the actual bearer of the flag, following on which it came to mean in addition a unit of Cavalry itself, as arrayed under a 'cornette.' We 'cribbed' both the name and the triple idea, apparently during Henry VIII.'s French wars, and the term 'cornet' was so used in England until Queen Elizabeth's

time. After that, 'cornet,' the invariable English form for 'cornette,' became with us restricted to the bearer of the flag only.

Monk, Duke of Albemarle, who became Commander-in-Chief of the Army as we now know it, at the Restoration continued the New Model system for Cavalry standards and guidons—one per troop of Horse and Dragoons. An exception was made in the case of the three troops of the Life Guards, which each had both a standard and a guidon, the bearers being termed respectively 'cornet' and 'guidon,' the latter after the designation of the junior flag. The rank of 'guidon' was done away with in 1788, when the then existing troops of Life Guards were amalgamated and regimented as the 1st and 2nd Life Guards. Cornet existed as a rank from Monk's time onwards, as the title of the junior rank of commissioned officers in a Cavalry regiment, available for carrying a standard or guidon. Non-commissioned officers replaced cornets in that duty in 1823—exactly, as it happens, a hundred years ago—but the rank of cornet continued in the Army List down to 1871.

A standard and guidon per troop gave place to one per squadron of two troops for all Horse and Dragoon regiments between 1690 and 1697, during William III.'s War with Louis XIV. The date cannot be fixed nearer, no contemporary details being available. Squadron standards continued the regulation down to 1858, when the establishment of one standard or guidon per regiment for Dragoon Guards and Dragoons came in. The recent amalgamations of squadrons of reduced regiments, of course, permits of two standards or guidons to each composite or amalgamated regiment, where these are carried. Hussars and Lancers, which were originally formed out of existing Light Dragoon regiments at various periods, as such did not display guidons, although it was not till 1834 that they were formally ordered to lay them aside.

A troop guidon of William III.'s time, borne in action at the Battle of the Boyne by the Inniskillings, is in existence. It is one of the oldest Cavalry flags in the world. What there is to tell about it, and also about our other still existing historic standards and guidons that have seen battlefield service, must be deferred to the next article of this series.



FIRST STAGES OF THE TRAINING OF THE YOUNG HORSE TO JUMP

This article is based on the method of training young horses to jump taught at Saugor ; it is interesting to compare it with the article on the same subject which appeared in the CAVALRY JOURNAL of January last.—EDITOR.

It is of the utmost importance that the soldier's horse should jump smoothly, quickly and with confidence; that he should jump straight; that he should be accustomed to jump at all paces, and that he should invariably do his utmost to jump anything at which he is presented. There must be no thought of a check, much less a refusal.

On the other hand, it is not essential that he should be practised in jumping very large or high obstacles as, owing to the weight on his back on service and the class of horse to which he usually belongs, such specialised feats are outside the limits of the work which he has to perform.

In order to achieve the objects laid down in paragraph 1, we must obviously foster the love of jumping which is characteristic of most horses, or attempt to engender it if not already present.

It is, therefore, considered that the first stages of the remount's training to jump should be 'free'—that is, without a weight on his back.

The stages in sequence should be :—

(1) Led by his trainer over small obstacles, natural and artificial, such obstacles being well within the capacity of the dismounted man, only at walk and trot.

(2) Lunged over slightly larger jumps, only at trot.

(3) Free jumping in an enclosed lane.

Let us consider these stages in order.

(1) The man should first make his horse scramble over rough bits of country, small banks, ditches, along the slopes of hills at a walk; later on over slightly larger places at a trot, the trainer running in front or alongside the horse. The greatest care should be taken that the trainer neither increases nor decreases his pace, that he does not fling up his hand as he jumps, and that he does not jerk the horse's mouth. The long rein or rope should be held quite slack.

The horse should be eased up quietly after the jump and rewarded. The trainer should lead, sometimes on one side, sometimes on the other.

If more than one horse is being trained, the party should be posted about 10-15 yards from the jump on the landing side, so that each horse jumps towards his fellows. After a few lessons in this way, they may follow each other over in single file, taking advantage of the lead. Any horse who frets or rushes should be jumped backwards and forwards without fuss until quiet. After this the lead of another horse should be done away with.

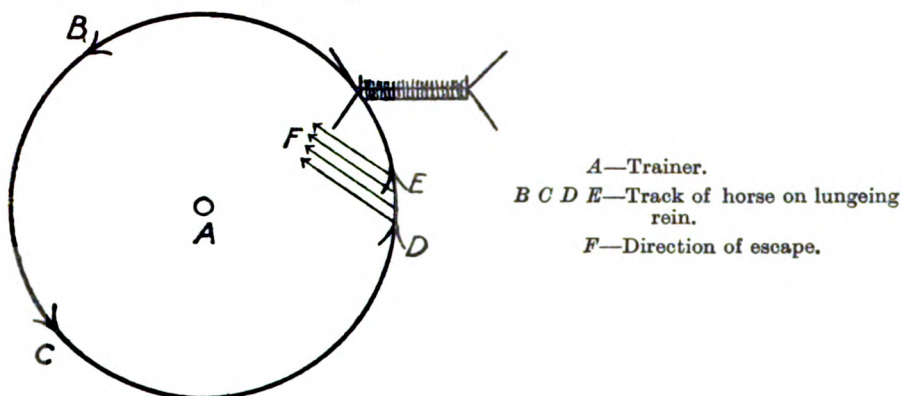
(2) In stage 1, the horse was greatly helped by the fact that he was close to his trainer and merely had to go where the trainer went. In stage 2, the immediate presence of the trainer is removed and the horse faces the jump alone and unaided, the only help given by the trainer being to keep him straight, and in case of any doubt in the horse's mind to decide the matter for him in favour of jumping as against refusing. It can be understood that stage 2 is, therefore, a distinct advance from stage 1.

That there is a right and a wrong way of doing everything, from the conduct of a battle to the cracking of one's breakfast egg, is a saying whose familiarity very often breeds a contempt quite undeserved. In the matter of longeing horses over jumps, it is as truthful and as often lost sight of as in most other performances of the average imperfect human.

The following diagrams show two different positions of

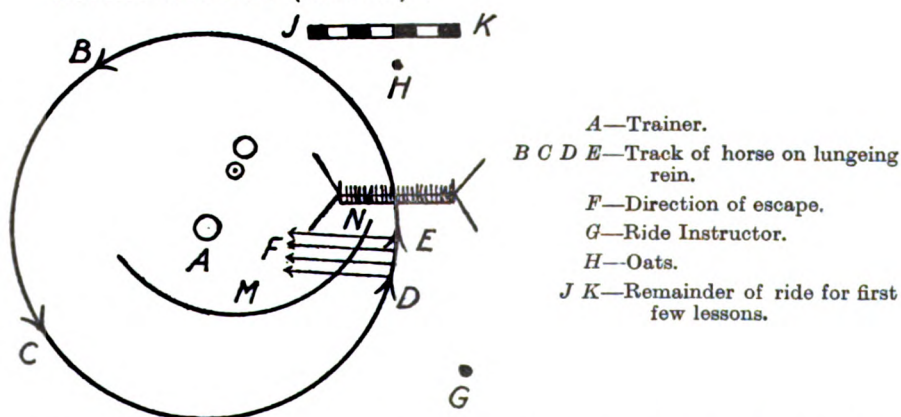
the trainer, and consequently different lines of approach of the horse. The first is much the most usual, but it is wrong.

First method (wrong):



In this diagram it is obvious that if the horse is going to try to run out, he will make his attempt somewhere between *D* and *E*, as this is where he faces his jump. Now, owing to the trainer's position, the horse at *DE* has only to make a half or quarter turn to *F* to run out; also, the fact that his track on the circumference of the circle leads away in the direction of *F* gives him an added inducement—and the trainer, where he is, cannot do anything to stop the horse getting out.

Second method (correct):



In this diagram it will be seen that the horse, if he tries

to run out from *DE*—the point where he faces his jump and gets into the straight—must make a full turn, and moreover has his trainer straight in front of him when he has turned. Again, the circumference of his circle naturally leads him towards the jump, instead of away from it.

A horse suspected of any inclination to run out can be brought up on *MN*, which will make it almost impossible for him to accomplish his desire, the trainer's position in this case being *O*.

The best position for the Ride Instructor is *G*. From here he can run up after the horse if there is any inclination to stop, or can prevent by a movement of his driving whip any attempt to run out to the right of the jump, which, however, is extremely unlikely.

Both in stage 1 and 2, horses should be allowed to jump as they like, as long as they do not check or rush. In these stages, as in the initial stages of mounted jumping, the pace should never be faster than a trot, and should not vary when approaching the jump.

Horses should learn to jump equally well on either rein.

The requirements for stages 1 and 2 are few :—

A lungeing rein—but a rope or riding reins buckled together do as well.

A driving whip—but any switch will answer if whip is not available.

Obstacles for Stage 1.

Natural at first. After that, if possible, a few very small artificial ones, such as bank, rails, fence.

In this stage, I consider the ideal to be long jumps without wings. No jump should be larger than the man can jump easily.

Obstacles for Stage 2.

The ideal, of course, is to have every variety and every height, but a few jumps varying from 2 feet 6 inches to

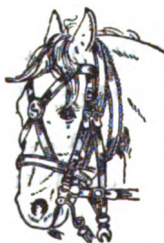
3 feet 6 inches will answer perfectly well. Like all training jumps, they should be absolutely stiff, and they should have wings sloping to the ground on both sides. The tops of the wings must be perfectly smooth to obviate any possibility of the rein catching on them. During all the jumping training of the horse, it is much better to have a few solid jumps, whatever their height, than a number of badly-made obstacles which the horse can knock down or go through.

Stage 3.

Although our horse-breakers have realised the value of the principle for many years without studying its application sufficiently thoroughly, the use of lanes for free jumping is in England of comparatively recent growth.

The whole business looks too easy. What difficulty can there be in turning a horse loose in a lane and making him jump a few small obstacles? It is just this apparent simplicity which has led to the faulty use of lanes and their consequent unpopularity with some trainers.

(To be concluded.)







GENERAL SIR PERTAB SINGH, G.C.B., G.C.V.O., G.C.S.I., A.D.C.

Born, 1845 ; Died, 1922.

**THE LATE LIEUT.-GENERAL HIS HIGHNESS
THE MAHARAJAH SIR PERTAB SINGH,
A.D.C., G.C.B., G.C.S.I., G.C.V.O., LL.D., D.C.L.,
*Grand Officer Légion d'Honneur, Knight of the order of St. John
of Jerusalem, Grand Cordon of the order of the Nile, Regent of
Jodhpur, Honorary Colonel of the 17th Q.V.O. Poona Horse.***

THE above heading, which is merely a copy of this man's official titles and honours, alone proclaim him as amongst the illustrious. Many can lay claim to a similar array of an Empire's favours, but in the passing of Sir Pertab the world in general and India in particular is the poorer of a unique personality which will be remembered from generation to generation.

As one who knew him intimately for some twenty years, perhaps the following will be of interest to the readers of the JOURNAL which specially deals with that branch of the Service concerning which Sir Pertab took an abiding interest.

Sir Pertab, being a Joda Rajput, was of the ruling family of the Jodhpur State, the homeland of the Rathore Rajputs. He died during the first week of September in his beloved house at Jodhpur in his seventy-seventh year, after being three times Regent of the State; the confidant of exalted personages of all kinds; a great friend and admirer of the Englishman, distinguished or obscure; and a devotee of all that pertained to the equine species.

He first came to notice, so he told me, when as a boy of ten he was used to convey confidential messages from his father, the Maharajah, to the Resident at Jodhpur, during the mutiny days. Jodhpur, like many of the Indian States, backed

the British raj, but was not altogether spared internal troubles, the supervision of which required careful *liaison* between the Ruler and the Resident. The above incident was an earnest of what was in the lad. One could fill a volume—let us hope someone does—recounting the amazing experiences and activities of this remarkable man. I have often eagerly listened for hours to Sir Pertab when, under congenial circumstances, he met an old friend and related episodes in his life such as Sati,* shikar: anecdotes concerning distinguished visitors—a goodly number—to Jodhpur and, above all, his unrivalled and intimate knowledge of the horse. One could not resist being fascinated by such a panorama of bewildering experiences.

If I was asked to name Sir Pertab's most outstanding mental characteristic, I would say his peculiar power of reconciling blatant modernism with reactionary views. Everything modern in Jodhpur may be traced to Sir Pertab—railways, lawcourts, etc.—likewise many institutions the reverse of modern. Another interesting trait was his hostility to anything savouring of the sybarite. All his life his influence was exerted towards combating that luxurious and somewhat decadent kind of existence which is such a marked feature of Indian State Court life. His own tastes were distinctly Spartan, and his endeavours to impose them on others caused many a 'breeze' with the younger generation. As an example of self-imposed 'chastisement' I had occasion to visit Sir Pertab in France almost immediately after the arrival of his famous lancers at railhead. The regiment was in bivouac. On arrival I asked for Sir Pertab's whereabouts, and was pointed out a very small 'bivy' *tente d'abri*, in which I found the old warrior lying on the ground, immensely pleased with himself. His shelter was certainly the least possible and was exactly the same as that used by the sowars.

Most of the obituary articles which have appeared in the press have dwelt entirely on those reforms which have a purely

* Sati = the rite of burning a widow with her husband's corpse.

civil aspect, and ignored one very important measure which has brought prosperity and a brighter outlook to many a remote hamlet of a semi-desert State: and that is the acceptance of the Rathore Rajput as a valuable addition to the fighting *personnel* of the British Indian Army and particularly the Indian Cavalry.

Thirty years ago the number of men of this class in the army was very few. Sir Pertab, wishing to open up a career for his Rajput subjects, induced one or two Cavalry Regiments to try his 'jo hukums.*' The experiment was more than justified and, with few exceptions, this new material proved not only admirable Light Cavalry soldiers, but were personally most popular with British officers.

Since these days several squadrons and companies have been raised with beneficial effect to a community which, looking upon all other kinds of labour as derogatory, found in the new life a congenial employment which rescued them from a more or less aimless and dreary life. It brought pay, pensions and a new outlook to many a humble but proud Rajput family. Knowing Sir Pertab as I did I can say that the successful introduction of the above measure was nearer to the true promptings of his heart than the re-organization of the State judicial or educational system: indeed he always classed it as next in importance to the building of the railway.

As an example of his unfailing belief in the Sahib log, one may recall the incident at Marseilles when, by some inexplicable oversight, certain tins of canned mutton were issued bearing a gorgeous label of a well-nourished ox on them. I personally had to escort a deputation of Hindu officers to Sir Pertab, who, having listened to the spokesman, characteristically asked the deputation what their sahibs said was in the tin. The reply was 'the flesh of the sheep'; 'well,' replied Sir Pertab,

* Jo hukum = whatever is ordered: an expression so frequently used by these Rajputs that they are often alluded to by their brother officers by this soubriquet.

'then it is mutton, and don't come to me with any more nonsense of this kind.' Again, once on the frontier Sir Pertab, accompanied by a British officer, passed before the cooking place of some Hindus and, the shadow falling on their food, they raised a great outcry. Sir Pertab stepped into the cooking place and kicked all the utensils and food in every direction. Expostulated with by a brother ruler for permitting the killing of pigeons—they are a perfect pest in some places—he replied, 'Pigeon pie very good eating!'

As a sportsman Sir Pertab was too well known to need any comments, but his tastes in this direction were entirely connected with shikar and horses. He looked upon foot games—as he stigmatised them—with contempt. Until quite recent years the apotheosis of the horse in Jodhpur was supreme, and up to the hour he breathed his last his interest in his stable never waned. I believe he was on horseback the morning of his death. His knowledge of horses was amazing, and he must have tried every known expedient for gaining control over the more unruly specimens of the noble animal.

In the October number of the JOURNAL there appears a description of certain devices for controlling troublesome mounts. I saw them all used in Jodhpur many years ago. I fancy Crawley got his notions from there. If Sir Pertab is remembered by nothing else, the cult of the Jodhpur breeches will remain an enduring monument. Except on state occasions, these garments are seen throughout the state. Even for informal evening functions they are invariably worn, and on the tennis courts they are not taboo. A young scion who had not been out of them for weeks was once heard to remark that he proposed adopting a kilt on Sir Pertab's decease.

There were no half measures or sophistry about the man : he loved and hated with zest. He had no liking for the modern casuistical minded lawyer politician, and would have made short work of sedition had he had his way. And yet I often felt he had a warm corner in his old heart for decently carried

out dacoity, and certainly did not view the delinquencies of some of his nobles as beyond the pale, although such were often quite as destructive of good government as those of the most pronounced non-cooperator. Considering his very limited knowledge of the English language—he could neither read nor write it—he could use it with pungent and telling effect. On one occasion I was with him when he addressed certain unruly elements in his state, the leaders of which knew some English. As he was going away he remarked to me in no inaudible tone : ‘ I thinking pig sticking very good thing.’ Whatever interpretation was placed on this somewhat sardonic remark there was no more trouble. On another occasion, when two parties, rather jealous of one another, yet of a somewhat timid disposition, proposed combining for a certain purpose, Sir Pertab, who was opposed to the project, got up and said in his inimitable way : ‘ I thinking two lions not living in same den.’ As neither party were of a leonine temperament the project was dropped.

To an M.P. who had hit nothing out shooting, he remarked : ‘ I thinking you very good talking man, but no shooting man.’

Again, when a distinguished visitor arrived at Jodhpur to be initiated to pig sticking whose equitation was not quite as it might have been, Sir Pertab, in his whimsical way relating events, said : ‘ I hunting all Jodhpur for fast running man putting each side of sahib. If he falling this side other man pulling other leg.’

His views on education were distinctly mixed. He founded several educational establishments, but I do not believe he really believed in the efficacy of book-learning, and his attitude may be gauged by the following anecdote. I was stopping with Sir Pertab just before a Viceroy with strong educational sentiments arrived in Jodhpur. At dinner Sir Pertab asked me what I was doing the next morning ; I replied, ‘ Nothing’ ; so Sir Pertab said : ‘ You coming with me, sahib. I seeing school whitewashed for Viceroy, sahib.’ Sir Pertab in his robes as

an LL.D. or D.C.L. would have astonished the mighty seats of learning which granted the degrees, a very ancient pair of old Jodhpurs peeping out below.

I often discussed education with him and he maintained that the power to read and write merely caused anguish to most, and he considered that ideas gleaned from books merely were other peoples', and stifled originality.

He had nothing but contempt for people who considered swaraj a feasible project, and, although he never put it in quite the words, he maintained that if anything happened to overthrow the British Government, exactly what has recently happened in Italy would happen in India and that a military autocracy would supervene.

His great wish before he died was to see the Jodhpur polo team once again win the premier place in India, and his desire was amply consummated by the very brilliant victory of the Jodhpur quartette at Delhi this year when, after winning the championship at Calcutta, they defeated Patiala at Delhi. The roar of applause that arose from the usually sedate entourage of the Viceregal stand, greeting Jodhpur's winning goal, was not merely a tribute to the prowess of the team but a personal one to the grim old sportsman who was present.

Another cherished wish was to be able to entertain at Jodhpur His Royal Highness the Prince of Wales, and many can testify to the wonderful 'light' which lit up the rugged features of Sir Pertab when he knew that this desire was about to be gratified.

RECENT PUBLICATIONS

‘Revue de Cavalerie.’

The series of articles on the Cavalry Staff Ride carried out during May and June, 1921, in the Soissons-Meaux district is well worth careful study. Three problems were to be worked out :—

- (1) How should one envisage the action of a Cavalry Corps in battle?
- (2) What would be the successive tasks that a Cavalry Corps would be called on to carry out?
- (3) What tactical and strategical results would the Higher Command be entitled to expect?

The order of battle of the Cavalry Corps is interesting. It consisted of three divisions, each of three brigades, 2 groups (brigades) of field artillery, 4 groups of armoured cars, and a Squadron of Aeroplanes. Reserve artillery, 8 groups of 105's horse-drawn, 3 groups of 155's horse-drawn, 8 groups of 75's mechanical, 2 groups of 155's mechanical, 1 group of 145's mechanical.

The September article deals with the orders given and the situations that arose in crossing the river Ourcq after a successful infantry attack. Fire action seems to have been the principle on which tactical operations were conducted, and there is no indication that the French Staff have yet assimilated the lessons of the Palestine campaign. The absence of Tanks deprives the exercise of some of its interest.

The September number also contains a record of experiments on the feeding of horses on seaweed, which were carried out in France during the war; though by no means exhaustive, they seem to indicate that seaweed, chemically treated

may be used to replace oats and hay for horses doing slow work. In view of the difficulty of the forage supply in this country in time of war, it is to be hoped that both our War Office and Ministry of Agriculture will keep an eye on these and similar experiments.

Colonel of Artillery Cambuzat contributes an article on 'Cavalry and Fire.' He refutes those who, from a too hasty review of the Great War, have jumped to the conclusion that the days of Cavalry are past.

He recalls the undoubted fact that the French Cavalry were successful in establishing their moral superiority over the Germans in the initial stages of the campaign; dwells for a moment on their services during the 'Race to the Sea,' and on the numerous occasions on which they filled gaps, more especially during March and May, 1918; and, finally, asks what the effect would have been had the Germans been able to throw in two highly-trained Cavalry Divisions during 'those hours of agony' at Hangard-en-Salterre and Dormans.

He considers that the importance of communications has increased and will continue to increase in modern war, and that Cavalry is the arm most suited both for the attack and defence of communications. They are superior to tanks, tractors and armoured cars in flexibility, and to mounted infantry in horsemanship. Great stress is laid on the importance of horsemanship; the cavalryman should be 'a centaur capable of dismounting.' The cavalryman possesses physical, intellectual and moral advantages over mounted infantry: physically, he can cover greater distances without fatigue; intellectually, he gains by his training in reconnaissance over all sorts of country and his close touch with nature; and morally, by his absolute confidence in himself and his mount.

'The Veterinary Journal.'

'Some Observation on the Sojourn of Oats in the Horse's Stomach.' A very interesting article in the 'Veterinary

Journal' for September, by Professor T. G. Browne, describes a series of experiments carried out with the object of determining—

(1) The influence of watering at different stages in a meal on the sojourn of oats and hay in the stomach.

(2) The influence on the sojourn of oats in the stomach of feeding hay immediately after oats, and *vice versa*.

The chief function of the stomach of a horse is to manufacture gastric juice, which has a direct action on the protein constituents; therefore, oats should be retained as long as possible in the stomach, so that they may be subjected to the maximum period of gastric digestion. The flow of food from the stomach to the intestine is regulated by the sphincter muscle, and anything which interferes with this normal flow deranges the digestion in the stomach and intestines. A number of horses were specially fed, and afterwards destroyed and subjected to a post-mortem examination, and the principal conclusions arrived at were :—

(1) If oats are fed alone, they are not capable of absorbing sufficient gastric fluids to render the stomach contents comparatively dry, so that the consumption of water immediately afterwards will carry the oats directly into the intestine and shortly afterwards into the cæcum, before they have been appreciably digested.

(2) If hay be fed for at least one hour before oats are given, the hay absorbs the greater part of the gastric fluids, and the stomach contents lose their fluid character, so that water subsequently given does not mix with them, but passes between them and the stomach wall, and little if any of the oats will be washed direct into the intestine.

(3) When oats are fed before hay, the oats are carried out of the stomach much faster than when oats are fed alone or after hay.

(4) If, therefore, the rule of feeding hay first and oats afterwards be observed, the horse may drink with impunity

immediately after the oats. This is important, because a horse will often partake of water immediately after a feed of oats, even though he has refused to drink a short time before.

(5) If the meal consists of oats only, the water should be given first.

(6) Oats should always be fed at the end of a meal.

‘The New Zealanders in Sinai and Palestine,’ being Vol. III. of the Official History of New Zealand’s effort in the Great War. By Lieut.-Colonel C. Guy Powles, C.M.G., D.S.O. Whitcombe & Tombs, Ltd., Auckland, N.Z.; and the High Commissioner’s Office, London.

THIS is the story of the New Zealanders who formed the New Zealand Mounted Rifles Brigade, which was part of the Anzac Mounted Division operating in Egypt, Palestine and Syria from December, 1915, to the end of the war.

Lieut.-Colonel Powles, who as Brigade Major of the Brigade, and later A.A. and Q.M.G. of the Division, is well qualified to accurately relate the fine work of the N.Z.M.R., has produced an excellent little book full of interest to all classes of readers. There are introductions to the book by Field Marshal Lord Allenby and three other well-known general officers, testifying to the sterling qualities of the men from New Zealand, and many excellent photographs depicting incidents of the campaign appear on nearly every page.

The opening paragraphs well describe the bond uniting man and horse, so necessary in the mounted soldier. Colonel Powles says : “ We New Zealanders are all horse-lovers by our British birthright, and as Colonials we have learned to value the horse as a means of existence, and not merely as a means of recreation. Our main body men were horse-lovers by nature, for had they not volunteered, and in very many cases brought their own horses? And they were now horse-lovers by conviction—the conviction born of active experience. They had

learned that to no man is a horse so essential as to the mounted soldier. His horse is more than a friend : he is a part of the soldier's very life.

' We had all read of the Arab's love for his horse, and we learned in these early days in the desert around Cairo the reason of that love. Without a horse in the desert a man is impotent. He perishes miserably. He who has once ridden into action with the bullets whistling past his ears and the shells bursting round him, will never forget his horse; how the good steed became verily a part of his body, a glorified body that carried him whithersoever he willed; escaping this danger by a miracle; leaping over that; and, when all seemed lost, by his very energy and the thunder of his hoofs thrilling his rider to renewed effort."

Throughout the book it is very noticeable that a fine fighting spirit pervaded all ranks of this N.Z.M.R. Brigade, and that every man was out to play the game: there were no 'slackers,' no shirkers, among them. As an instance of this we read: ' At Gaza fell Trooper A. R. FitzHerbert, a well-known settler of Rangitikei, age sixty-four years, but with the heart of a boy. He was loved by all who knew him, and was an inspiration to the whole brigade. He found it difficult to enlist where he was known, on account of his age; but being of a very erect figure and filled with youthful vigour, he at last managed to pass for a hale and hearty man of forty, and so got away with reinforcements for the Canterbury Regiment, reaching Egypt towards the end of 1915. Immediately upon the return of the brigade from the Peninsula he applied to be transferred to the Wellington Regiment, and became ' No. 3 in his own son's section in a troop commanded by a man whom as a boy he had taught to ride and shoot. His great knowledge of horses soon won for him a place in the regiment, and his unfailing cheerfulness under troubles and trials of every kind endeared him to all.

" Who could resist that gay laugh or that happy song as

he worked away on the horse lines, whether the temperature was 120° in the shade and there blew a *khamsein*, or the night was shivering cold? The story is told of him that once when down with a touch of dysentery he was sent to hospital and there fell among a room full of 'leadswingers,' ages well in the early twenties. The consternation he caused was most amusing when, after a mere three days in bed he announced his intention of going back to the front; and go he did, though a conspiracy of the matron and nurses managed to keep him in hospital for a week.

'Early in the advance on the town through the orchards he was wounded in the neck, but after being bound up he insisted upon going on. Later, however, he was compelled to seek medical aid, and on his way to the dressing station he stopped to attend to a wounded comrade, on whom he was tying a bandage when a burst of shrapnel mortally wounded him.

'As the regiment was still advancing, and there was no ambulance cart in sight, he was bound up carefully and left for the stretcher-bearers; but even then he insisted upon having his rifle beside him.

'Many times during the campaign in the desert he was asked to take up clerical work for the regiment, such work being thought more suitable to his age; but he invariably refused, saying, with a laugh, that he had enlisted as a fighting soldier, and as such he would remain.

'He died as he would have wished, in the midst of battle with his rifle in his hand.'

Perhaps the most thrilling pages are those describing the approach march over the Mountains of Moab, the attack on Ammam and the withdrawal therefrom—eight days of hard fighting in torrents of rain and bitter cold.

The account of anti-malaria operations, which necessitated incessant work by many men of all units, is by no means the least interesting part of the book, and shows what a serious

menace malaria might have been to the success of the campaign.

The maps are good, and plans of battles especially so, making the reading of the text easy and interesting.

‘The 47th (London) Division, 1914–1919.’ By Some who Served with it in the Great War. Edited by Alan H. Maude. London : Amalgamated Press (1922), Lavington Street, S.E. 11s., post free.

THE 46th and 47th were the two earliest Territorial Divisions to fight in France. The book is published at a price within the reach of all whose names appear in the 300 pages of this admirably produced work, and it is hoped to sell a minimum of 5,000 copies in order to meet the outlay involved. A list of all who were awarded honours and decorations is included. The best history of its kind.

Back numbers of the CAVALRY JOURNAL, from 1906 to 1914, are on sale at 2s. post free.

Annual volumes, bound in white forril cover, with red design and lettering, also covers, price 3s. 6d., ready for binding, are available on application to the CAVALRY JOURNAL, Royal United Service Institution, Whitehall, S.W. 1.

Officers on the active list writing for the Journal may be under no anxiety as to their responsibility. Articles, previous to publication, will be revised by recognized authority.

NOTES

THE PARLIAMENTARY ELECTION, 1922

THE Mounted Forces (Cavalry and Yeomanry) are well represented in the present House of Commons. We give herewith a list of those connected with the Mounted Forces, showing the unit, name of Member, party, constituency, and majority. It is worthy of note that a large proportion of these Members are Unionists, and that in most cases their majorities run into thousands.

1st Life Guards :

Major Hon. J. J. Astor, Unionist, Dover, 10,096.

Captain Hon. E. A. Fitzroy, Unionist, Daventry, 4,205.

Major W. Waring, Nat. Lib., Berwick and Haddington, 600.

2nd Life Guards :

Lieut.-Colonel H. H. Spender Olay, Unionist, Tonbridge, 7,132.

Captain E. Wallace, Unionist, Rugby, 3,738.

Royal Horse Guards :

Major T. Fermor-Heaketh, Unionist, Enfield, 1,906.

Marquis of Titchfield, Unionist, Newark, 1,045.

1st Dragoon Guards :

Major J. E. Harvey, Unionist, Totnes, 1,500.

Major D. Clifton Brown, Unionist, Hexham, 2,883.

3rd Dragoon Guards :

Colonel H. Mercer, Unionist, Sudbury, 1,888.

1st Royal Dragoons :

Colonel Hon. H. Guest, Nat. Lib., North Bristol, 9,928.

Brig.-General E. Makins, C.B., Unionist, Knutsford, 4,262.

Colonel C. R. Burn, Unionist, Torquay, 1,251.

3rd Hussars :

Captain Hon. D. Howard, Unionist, Northern Cumberland, 271.

4th Hussars :

Lieut.-Colonel G. K. M. Mason, D.S.O., Unionist, North Croydon, Unopposed.

7th Hussars :

Brig.-General J. S. Nicholson, Unionist, Abbey, Westminster, 11,176.

Sir Keith Fraser, Unionist, Harborough, 2,929.

9th Lancers :

Sir W. Raymond Greene, D.S.O., Unionist, North Hackney, 5,495.

10th Hussars :

Viscount Ednam, Unionist, Hornsey, 2,223.

11th Hussars :

L. R. Lumley, Unionist, East Hull, 3,537.

H. D. R. Margesson, Unionist, Upton, West Ham, 2,928.

Major-General Sir R. Hutchison, K.C.M.G., D.S.O., Nat. Lib., Kirkcaldy, 673.

Brig.-General E. L. Spears, C.B., Nat. Lib., Loughborough, Unopposed.

12th Lancers :

Brig.-General H. Clifton Brown, Unionist, Newbury, 3,178.

15th Hussars :

Major-General Sir F. Sykes, C.M.G. K.C.B., G.B.E., Unionist, Hallam, 4,232.

16th Lancers :

O. Mosley, Independent, Harrow, 7,422.

19th Hussars :

Lieut.-Colonel M. Archer-Shee, D.S.O., Unionist, Finsbury, 2,998.

Sir Charles Cayzer, Unionist, Chester, 6,524.

Irish Imperial Yeomanry (S.A.) :

Lieut.-Colonel W. B. du Pré, Unionist, Wycombe, 4,473.

2nd King Edward's Horse :

Lieut.-Colonel Sir Norton Griffiths, D.S.O., Unionist, C. Wandsworth, 7,050.

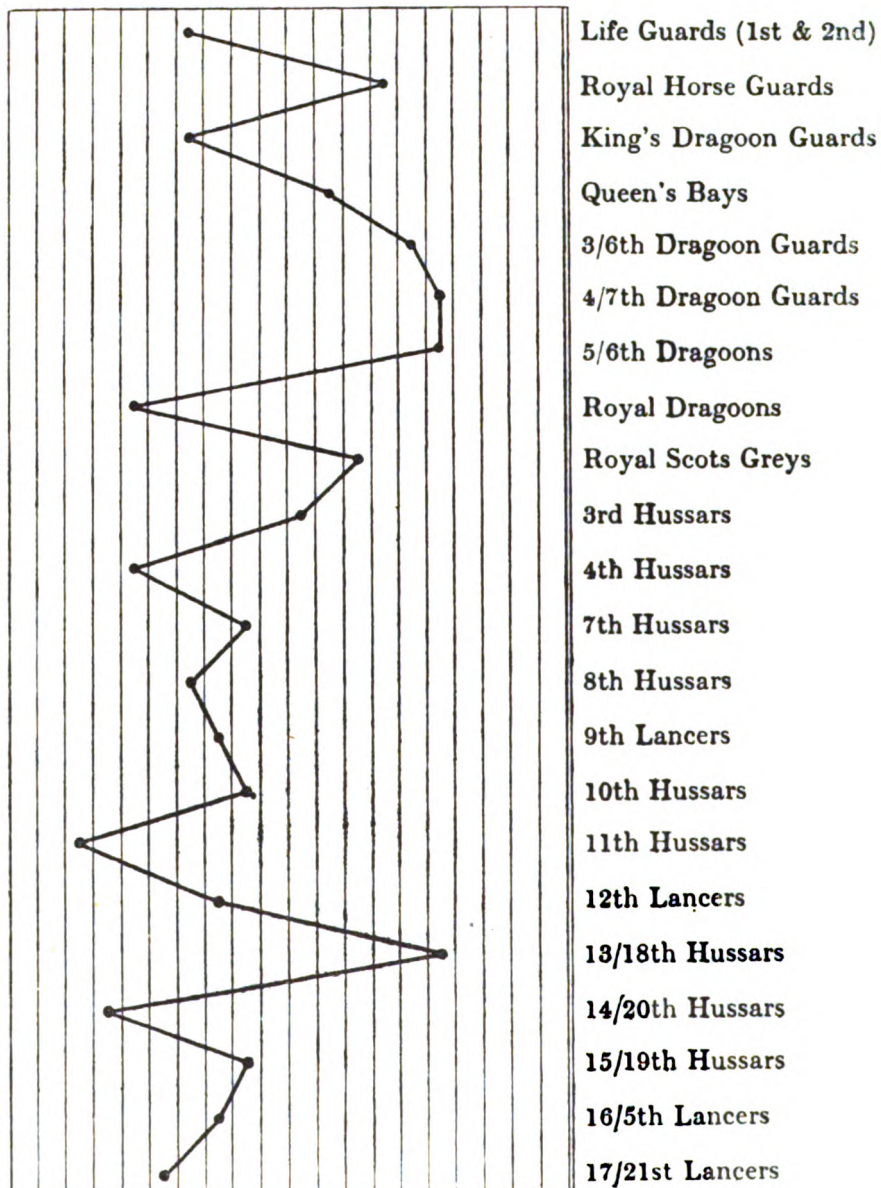
- Yorkshire Hussars :**
 Lieut.-Colonel M. J. Wilson, Unionist, Richmond, Unopposed.
 Lieut.-Colonel G. R. Lane Fox, Unionist, Barkston Ash, Unopposed.
 Major F. H. Fawkes, Unionist, Pudsey, 3,957.
- Shropshire Yeomanry :**
 Hon. W. G. A. Ormsby Gore, Unionist, Stafford, 3,318.
- Yorkshire Dragoons :**
 Sir S. Roberts, Unionist, Ecclesall, Unopposed.
 Major Hon. E. L. F. Wood, Unionist, Ripon, Unopposed.
- Leicestershire Yeomanry :**
 Major T. W. Hay, Unionist, South Norfolk, 2,575.
- Duke of Lancaster's Own :**
 Sir R. B. Chadwick, Unionist, Wallasey, 7,524.
- Westmorland and Cumberland :**
 Sir Berkeley Sheffield, Unionist, Brigg, 6,728.
- Royal East Kent :**
 Sir Philip Sassoon, Unionist, Hythe, Unopposed.
- Buckinghamshire :**
 Major L. N. de Rothschild, Unionist, Aylesbury, 571.
- Derbyshire :**
 Lieut.-Col. Lord H. Cavendish Bentinck, Unionist, S. Nottingham, 10,450.
- Gloucestershire :**
 Lord Apaley, D.S.O., Unionist, Southampton, 5,483.
- Suffolk Yeomanry :**
 Major Hon. E. Cadogan, Unionist, Reading, 1,760.
- Suffolk Yeomanry—continued.**
 Lieut.-Colonel Hon. W. E. Guinness, D.S.O., Unionist, Bury, Unopposed.
- Royal N. Devon :**
 Sir R. Sanders, Unionist, Bridgewater, 119.
- Worcestershire :**
 Viscount Windsor, Unionist, Ludlow, 5,808.
- Lothian and Border Horse :**
 Major S. S. Steel, Unionist, Ashford, 8,661.
- Lancashire :**
 Captain F. N. Blundell, Unionist, Ormskirk, 3,547.
- Surrey :**
 Captain W. Brass, Unionist, Clitheroe, 2,675.
- Fife and Forfar :**
 Colonel Sir J. Gilmour, D.S.O., Unionist, Pollok, Glasgow, 9,161.
- Westminster Dragoons :**
 Captain A. Evans, Nat. Lib., East Leicester, 1,314.
- Essex :**
 Brig.-General R. B. Colvin, C.B., Unionist, Epping, 5,072.
 Major E. A. Ruggles-Brise, Unionist, Maldon, 4,252.
 Colonel F. Hilder, Unionist, S.E. Essex, 2,063.
- Northamptonshire :**
 Sir H. L. C. Brassey, Unionist, Peterborough, 4,892.
- Scottish Horse :**
 F. C. Thomson, Unionist, Sth. Aberdeen, 3,635.
 Sir J. L. Baird, D.S.O., Unionist, Ayr, 3,777.
 J. R. M. Butler, Independent, Cambridge Univ., 2,435.

O.V.L.

The Palestine Gendarmerie was raised in 1921. It is a Cavalry force consisting of five squadrons, each commanded by a British officer, assisted by a British Sergeant-Major. The rank and file are recruited from the various native races of the country, and show considerable aptitude for the rough-and-tumble warfare with raiders, which is their most popular form of recreation. Much trouble has been taken to bring them up to a high state of efficiency, and their drill and turn-out leave little to be desired. All the men are armed with Service rifles; the front rank carry lances and the rear rank swords, which proves that those responsible for their organisation have realised the value of the *arme blanche* against a badly-trained enemy.

OUR READERS

The graph shows the proportional number of annual subscriptions to the JOURNAL in the 22 Regular Cavalry Regiments. Former regimental officers and other than annual subscribers are not included.



A RECRUITING POSTER DATED 1764

‘His Majesty’s 1st (or Royal) Regiment of Dragoons,
commanded by Colonel The Earl of Pembroke.

‘Recruits Wanted to complete the Gentlemen Dragoons.

Young men wishing to be entertained as Royal Dragoons must be well made, and well looking, perfectly sound, healthy, and having no bodily Infirmary whatever, from the age of Sixteen to Twenty-one years, and from five feet eight inches and a half to five feet eleven inches high.

‘No tramps or vagabonds need apply, nor any Seafaring Men; likewise Militia Men not having completed their time, or any Apprentice whose Indentures are not given up, nor will any man be entertained that is not known something of, as it is the intention of the Regiment to inlist none but honest fellows, that wish to serve their King and Country with honesty and fidelity.

‘God Save the King.’

Two spirited paintings, ‘The Union Brigade at Waterloo’ and the Charge of Scots Greys with Gordon Highlanders, by Caton Woodville, are again for sale, at Messrs. Landeker and Brown, 28–30, Worship Street, London, E.C.

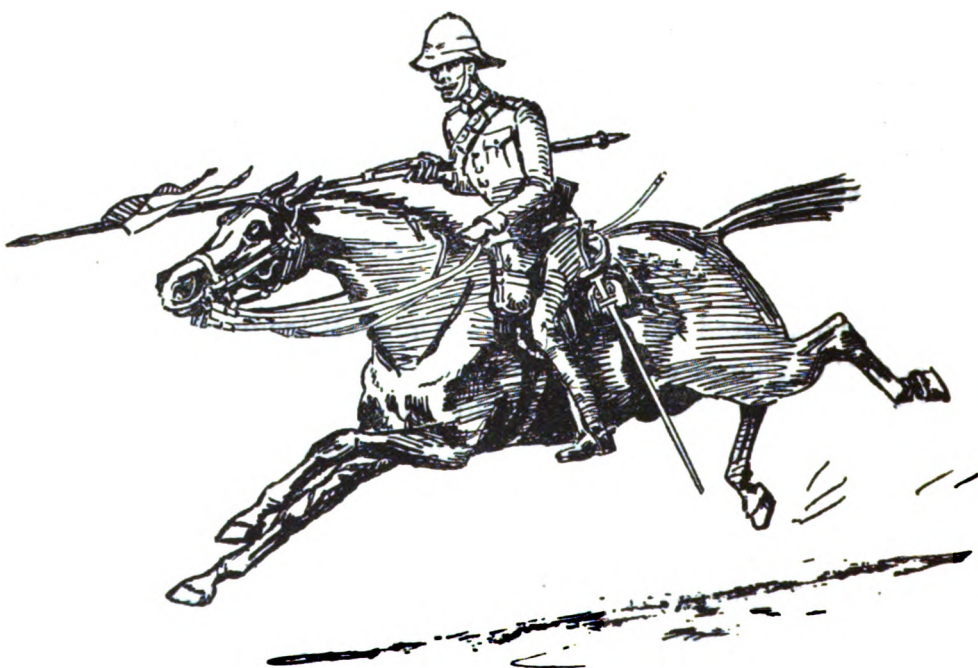
CAVALRY WAR MEMORIAL

The Committee are glad to be able to report that considerable progress has been made during the past quarter. The site immediately inside Hyde Park at Stanhope Gate has been definitely allotted, and the general principle of the design has been approved. The Office of Works, the Sites Committee on War Memorials and the police have all passed the scheme.

His Majesty has been graciously pleased to signify his approval.

It now remains to prepare the final detailed working drawings, and to arrive at estimates of the cost, which the Committee trust will be within the scope of the funds at their disposal.

It will facilitate progress if those who have already promised subscriptions, and any others who may wish to be included in the list of subscribers, will now kindly forward their subscriptions to Major H. R. Darley, D.S.O., Cavalry Club, Piccadilly, London, W.



SPORTING NOTES

THERE is great grief in a good many Cavalry regiments owing to one of the latest War Office orders. In mess uniform amalgamated Hussar regiments are to be dressed alike, and the same with Lancers and Dragoons. This means the 13th Hussars, while retaining regimental overalls for full dress, will lose their white stripes in mess dress; the 16th Lancers, their red jackets; the 17th Lancers, their white facings, and a good many other regiments will also have to change. This is another blow to *esprit de corps*. The reason given for this drastic change is that in regiments formed from squadrons of two regiments officers may be appointed to one of the other squadrons, and if they were not all dressed alike they would be constantly changing their uniform.

RACING AT HOME

The Flat Race season is now over, and S. Donoghue heads the list of winning jockeys for the ninth year in succession. Alec Taylor again heads the list of winning trainers, having turned out 56 winners of £52,000. From Cottrell's establishment, 60 races were won. Many of the chief races were won by horses starting at long prices, and a good many backers must have had a bad time. Lemberg was at the head of the winning stallions, having sired the winners of 46 races of the value of nearly £33,000. The National Stud beat Mr. Musker's record of the greatest number of races won in one season by horses bred at the same stud. They have had a good season, and Royal Lancer, the winner of the St. Leger, will make a valuable stallion when he has finished his racing career and is returned to Tully or wherever the National Stud moves to, if they have to clear out of Ireland.

A great number of horses changed hands at the December sales at Newmarket at very fair prices. Of course there were a good many bargains but the feature was the high price some of the foals fetched. Mr. Stope bought sixteen stallions and four mares for the Polish Government at a cost of somewhere about £12,000. It is good to know that at least one European nation has money to spend on blood stock in this country, and that they are wise enough to realise the good that it will do to the breed in Poland.

We congratulate the directors of the Liverpool Race Meeting on their decision to increase the cost for a horse to start in the Grand National to £100. This may eliminate some of the bad horses that have been started in the race in the last few years. We can quite understand an owner being very keen to see his colours carried in the finest race in the world, and, knowing the chance of good horses being knocked over, always hopes that his skin may survive and come in first. These bad horses are really responsible for the many falls that always occur in the National. It is not the size of

the jumps, which are perfectly fair and jumpable by any good horse, unless interfered with. We are glad also to hear that the jumps are to be left the same size as for many years past, except that two are to be made bigger. We wonder what the cranks who usually rush into print after the National and point out the cruelty (in their imagination) in asking horses to jump this trying course will say now. Let us hope that, with the bad horses out of the way, there will be very little grief next March.

Another race is to be added to the programme—a steeplechase for hunters that have never won a race in any country, to be ridden by amateurs. This is rather like the National Hunt Race, but ought to be a most sporting affair, and we hope a Cavalry Officer will ride the winner. The race is worth £1,000.

HUNTING

Most countries are enjoying good sport. There have been five fatal accidents to date, which is rather above the average, so let us hope there will be no more.

H.R.H. The Prince of Wales has had two bad falls, but no harm done, luckily. We hear he is riding Kinlark this season, the horse that was presented to him while in Australia. Kinlark, in Australia, won a number of races both over a country and also hurdles, and ought to make a very useful hunter.

We, however, hear the horse has been sent to the Hon. A. Hastings, at Wroughton, to be trained, and we hope soon to see the Prince's colours to the fore in National Hunt sport. A successor to Ambush, King Edward's National winner, would be most popular.

POLO

One of the pioneers of polo in England has just died at the age of 77, Major Francis Herbert, late 9th Lancers. He, with his brother Reginald, started the Monmouthshire Polo Club, which was the first of the County Polo Clubs. They turned out a very hot team and won many of the early tournaments. Major Herbert had a great deal to do with the early days of Ranelagh, and also the London Polo Club, which had its quarters at the Crystal Palace, but did not have a long existence.

"Tip," as he was called, was a very fine all-round sportsman and a hard man to beat either on a polo pony, a hunter, or steeplechase horse.

ARGENTINE POLO TEAM

The splendid stud of Argentine Polo ponies which were played in England last summer, and afterwards in the chief American tournaments, sold in New York, averaged £887 per pony; the twenty ponies realising £17,756. One fetched over £1,500, a record for America.

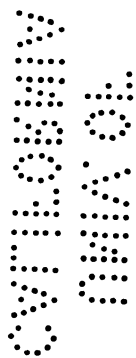
SHOOTING AT HOME

Before this Journal appears the shooting season will be nearly over, except for rounding up the surplus cock pheasants which are not wanted



UNION OF
SOUTH AFRICA

TOBOGGANING AFTER PIG IN SOUTHERN INDIA.



on the estate, and take a lot of work to put into the bag. They seem to know where every gun is placed, and prefer to use their legs to their wings. If they can be induced to get on the wing they usually give really good sporting shots, and are very different to what they are early in the season. The best four days we ever had were the last four days of the season in pre-War days. Our host had four first-times over, and his ambition was to get 1,000 pheasants on each of the days, which he usually did. The coverts were perfect, and the birds could be turned on usually nearly out of shot. The second time over he usually got an average of about 500 a day. On the occasion we refer to, we were shooting cocks most of the time, and in the four days got over 1,000 pheasants, and all really good birds to shoot. An average of 250 cocks for four days right at the end of the season is not bad.

There have been more retriever trials this season than ever before. Take them all round, they have been quite good. One great mistake is being done which, if allowed to go on, will do a lot of harm. It is impossible to give more than ten to twelve dogs a good trial in a short winter's day. Some of the trials have been for far more dogs, and we are sorry to say the Kennel Club, who ought to set a good example, have been the greatest offenders. They had two stakes, one for fifteen dogs, the other for twenty. Thirty-five dogs in two short days. This is impossible and unfair on the dogs and also on the judges, who cannot, under the circumstances, give fair tests to all the dogs. Handlers go home and grumble that they had only three or four things to do in the whole trial, which really makes a farce of the whole thing. We expect this will be altered in the future. Spaniel trials are still going on, as they can be brought off far later in the season than the trials for retrievers. The annual correspondence about retrievers at field trials is now going on in the *Field*. As usual, people are writing, some saying the dogs are useless and that they have far better ones at home; some are down on the judges and say they do not know their job; some that the whole way retriever trials are run is rotten and that it is not like an ordinary day's shooting.

First.—Why don't these people with the wonderful dogs at home run them at field trials and so teach the field trial man what a dog ought to do?

Second.—Judges are usually selected from men who have handled dogs successfully at trials themselves and can give points to the ordinary spectator who, in all probability, has never seen a trial before. The spectator can only see a small part of the work done at the trial, and cannot possibly know what crimes some of the dogs have perpetrated on other occasions. To take an instance, a dog is sent for a runner, he gets on to the line, takes it a long way, gets it, and brings it back to his handler at a gallop. All the spectators are duly impressed—a very fine performance, the dog will be first. Only the judge knows that when he examines the bird he finds that it has been badly bitten and the dog is outed. The novice spectator cannot understand this, and thinks the judge has made a great mistake in not putting a dog first that has committed the greatest crime a retriever can commit. There are many other smaller crimes that only the judge can decide on.

Third.—The way trials are run. In the first place, you are not out to get a big bag, but to give the retrievers the severest tests possible. They are

shocked if a dog is sent out for a bird fallen in roots, and if he has not marked the fall may disturb other birds. This, they say, would never be done out shooting. This test is one of the most useful to the judges—if the dog goes out and there is a lot of game about which he takes no notice of, but goes on looking for the dead or running bird and, when found, brings him back to his handler as fast as he can, he goes up in the estimation of the judge. So many partially trained dogs do not distinguish between a wounded bird and an unwounded one, and very often follow the line of the latter until it gets up. A really well-trained retriever ought not to do this, and by putting a dog to hunt in a field with a lot of live game about, the dog tells the judges what he is worth.

We have handled a good many dogs at trials and we have never met a judge that was unfair in any way. Occasionally we have not been placed as high as we expected to be, but then we have not seen the work of some of the other dogs, and must accept the decision of the judges without a murmur of any kind. We have done good work, but others have done better. The only complaint we have is that some judges are asked too often to judge at trials in the same season. This does not really matter, because usually they are the best judges; but we think more change would be for the better, and there are as good fish in the sea as ever came out.

IRELAND

There seems some doubt as to whether the National Stud at Tully should be carried on or moved. Inasmuch as it is a success, it would seem a pity to move the stud, as (although the stud might be placed elsewhere) the Irish soil and pasture cannot be taken to England. On the whole, in spite of the disturbed state of the country, horse-breeding and hunting do not seem to be interfered with. The Kilkenny are doing well, but the incident in the U.H.C. (in County Cork) was discouraging. Several horses (which, however, were returned) were taken from the hunt. But all things considered, the Irish farmers are not inclined to interfere with hunting and horse-breeding. They understand the value of these industries too well.

A friend of ours is going to ask a question in the House of Commons as to whether any decision has been come to about the fate of the National Stud, which belongs to the British Nation and not the Irish Republic, and is a valuable asset.

We are indebted to General Sir R. S. S. Baden-Powell for two very good sketches of pig-sticking.

INDIA

Pig-sticking at Multra—Season, 1922.

Regiment Stationed at Multra : 4th Queen's Own Hussars.

Owing to the regiment being away at Calcutta as escort to H.R.H. the Prince of Wales during December, 1921, the opening meet of the Tent Club did not take place until January 8. During that month and February the



A TOSS UP.

TO VIKING
ARNDT 180

Canal country was hunted and, in spite of the late crops, fair sport was obtained. As usual, in March, the Inter-Regimental Polo Tournament and Subalterns Cup accounted for a shortage of spears, and few meets.

The Muttra Cup competition was held, seven teams in all taking part. This, differing from all other pig-sticking competitions—in which the first spear counts—is for teams of three members from any unit or Tent Club in India, and has for its object the death of the pig, the team securing the greatest number of kills in a given number of runs being the winner.

The competition, promoting as it does team work in hunting a pig, rather than individual effort, encourages all that is best in the sport, and owes its origin to Colonel Neil Haig and the other officers of the Inniskilling Dragoons.

This year the Lucknow Tent Club, the 7th Hussars and the 4th Hussars, were left in for the finals. The 7th Hussars went close to repeating their last year's win; but with a different team, they were just beaten by the Lucknow Tent Club, who by clever hunting, killed all their seven pigs in seven runs.

From the beginning of April to the end of July the best of sport was obtained. The country is now well stocked with pig—a reward of hard work and blank days of the previous seasons since the war.

This season, even more than usual, has the Tent Club been handicapped by the shortage of "spears," so that the total bag of 220 boar, all measuring 28 inches and over, is a creditable one, especially as most were novices at the beginning of the year.

Mr. Morton of the 7th Hussars spent three months' leave at Muttra, and with forty-five first spears added greatly to the season's bag. Captain Scott-Cockburn, the Hon. Sec., breaks all previous records with a total of seventy-five first spears in the season.

Accidents were few, three broken collar-bones, including that of Captain Close at the 'Kadir Cup,' and some eight or nine horses cut, being amongst the most serious.

Prospects for the future are good. Pig-sticking at Muttra may now be said to be firmly re-established since the war. Thanks to the Civil Authorities poaching for the most part has stopped; and a pig-sticking meet is a welcome event to the villagers. Several of the prominent landowners are Hon. Members of the Tent Club, while others are its good supporters.

The Muttra Cup, it is hoped, has now become an annual fixture.

POLO

The final game of the Junior Handicap Polo Tournament was played on October 1 at Poona. The teams were the Queen's Bays v. The Poona Horse. The Bays had the best of the game and won by six goals to one. They were conceded one goal.

PALESTINE

We met an officer a short time ago who at one time hunted a pack of hounds in Palestine. Most of his hounds were the Seluki of the variety in

England called the Persian greyhound. When he came home he brought several of the dogs with him and has started a kennel. He has had great success at shows and is very keen on them. He is convinced that they are the oldest breed of dogs in the world, and that the Russian Borzois is descended from them.

'Seluki' is the Arabic word applied usually to the ordinary greyhound which extends from the Persian Gulf throughout Arabia, the Sudan and Northern Africa, and from which the greyhound, as we know him, is descended from long before the Crusades, having been brought to Cornwall, according to legend, by Phœnicians trading for tin in the bronze age.

These greyhounds are used to-day by the Bedouins for coursing hares, oryx and gazelle, and also for hunting down ostriches or antelopes which have been noosed in traps. On the Red Sea coast the Seluki are used for hunting ibex which are brought to bay and speared, and the Hamej and other tribes of the Blue Nile similarly use them for killing wild buffalo.

SALONIKA

An officer quartered in Salonika during the war caught a young eagle. This he tamed and the bird used to live in a tree by his tent. It was allowed to fly where it liked, but would always come when called. On one occasion the officer was away for five days. He left orders for the bird to be fed, but when he returned he found it had not been seen for three days. The officer went out of the camp and in the distance spotted three eagles in the air. He made his usual call and one immediately came to him. This was the tame bird, which, on knowing his owner had come back, again took up his residence in the tree. We have never heard of a tame eagle before who would stay with his owner in spite of many other eagles being about.



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THE STANDARD OF THE BLACK HORSE AT DETTINGEN.

THE CAVALRY JOURNAL

APRIL 1928

THE ADVANCE ON MOSUL, OCTOBER, 1918, FROM THE SQUADRON COMMANDER'S POINT OF VIEW

By CAPTAIN A. HAMMOND, *Guides Cavalry*

DURING the hot weather of 1918 the Turkish force on the Tigris was established in an extremely strong natural position at the point where the river cuts through the Jebel Hamrin.

This range of hills, which is here some thousand feet above the plain, commences near Sharqat and runs in a south-eastern direction parallel and close to the Tigris as far as Fathah, where, after being cut by the Fathah gorge, it turns almost due east for some distance before again bending away to the south.

The road from Baghdad to Mosul runs along the right bank of the river. South of the Jebel the country is a plateau about 50 to 100 feet above the river and is passable anywhere. On reaching the hills the road bifurcates, one branch keeping between the hills and the river, whilst the other skirts round the desert side. The two reunite at Sharqat, a distance of 40 to 50 miles. The river road is narrow and winds up and down and round innumerable watercourses running from the Jebel, and is practically impassable for wheeled traffic with

teams, although some of our guns did manage to get along it. The desert road is good, but the only water *en route* is at Ain Dibs, which at that time was in enemy hands.

The Turkish position consisted of—

(1) The line of the Jebel on the left bank, lightly held as far as the Ain Nukhailah pass.

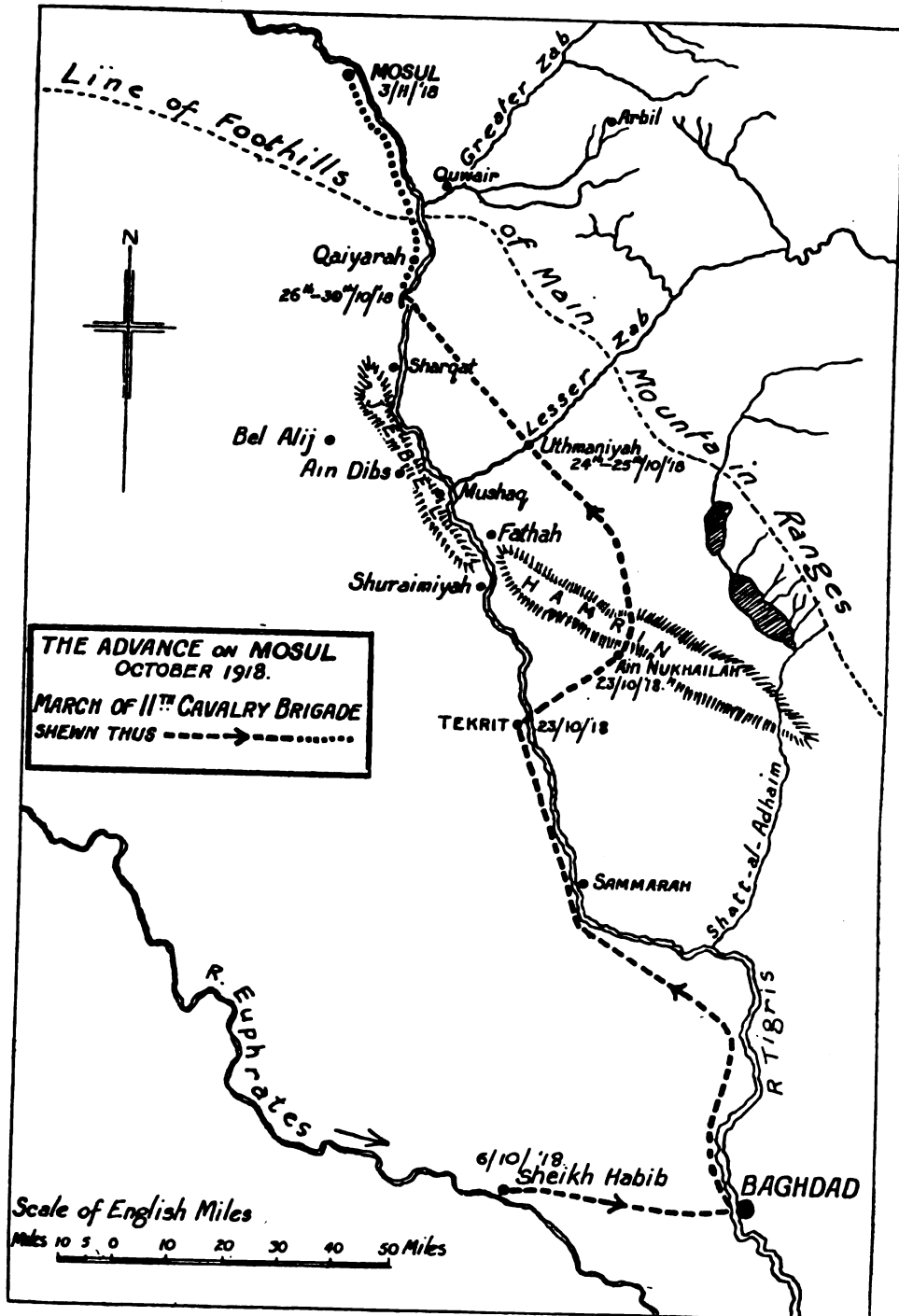
(2) The mountain range on the right bank with their right flank refused. This line, with their left flank resting on the river and their right on the desert, was not only strong by nature, but still more strengthened by trenches, barbed wire, gun emplacements, &c., which they had been constructing for some six months or more.

(3) A secondary position between Bel Alij-Ain Dibs-Mushaq.

The Turkish strength was about 10,000, with 50 guns, against which we had two Divisions and two Cavalry Brigades.

The General Idea, as we understood it, was for the main Infantry attack to take place up the right bank after the enemy position on the left bank had been cleared by a smaller force. At the same time the 7th Cavalry Brigade were to cross over the Ain Nukhailah pass and then hold themselves in readiness either to support the infantry or to seize any opportunity that might occur. The IIth (later 3rd) Cavalry Brigade were to get behind the Turks and place themselves across their line of retreat, which, in the waterless country of Mesopotamia, is invariably near the river.

This Brigade had spent the hot weather on the Euphrates at Sheikh Habib, and during the period under review was only just beginning to recover from an influenza epidemic, which, fortunately, had appeared in a mild form, but even so was the cause of all the units marching under strength; in fact, the Horse Battery (which was equipped with 18 pounders drawn by teams of eight) had to leave behind some of its ammunition waggons through shortage of drivers. The Brigade received orders on the evening of October 4, left Sheikh Habib on the 6th, and arrived at Sammarah on the 12th. Here it



was halted until the 21st, during which period many rumours spread around, all based on the fear of being held in reserve. Colour was lent to these statements by the fact that the 7th Brigade, which had marched up the left bank, was pushed on ahead, and it was a matter of common report that the surrounding movement was entirely conceived and worked out to a practical conclusion by Major-General R. A. Cassels, C.B., C.S.I., D.S.O., then Brigadier-General Commanding the IIth Brigade. Whilst the Brigade was marching to and halted at Sammarah, General Cassels had gone on ahead and personally reconnoitred the front in an armoured car, and had arrived at the conclusion that it was impossible to pass round the Turkish right flank owing to the lack of water, and that the only possible line of advance was over the Ain Nukhailah pass.

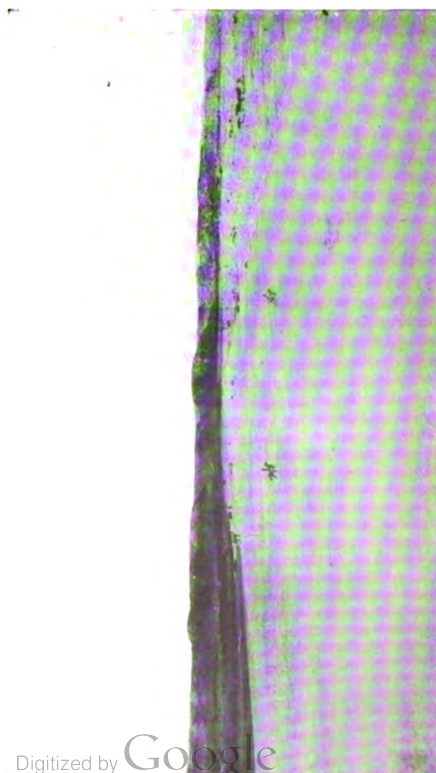
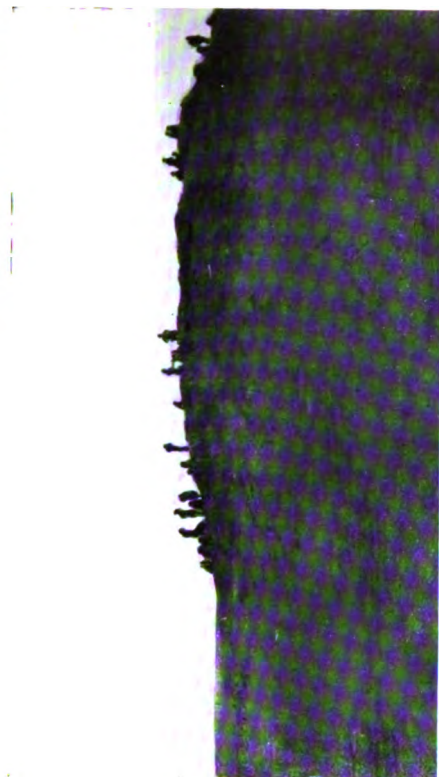
All kit except absolute necessities was dumped at Tekrit, which the Brigade left at 2 a.m. on the 23rd, arriving at Ain Nukhailah, a distance of 34 miles to the top of the pass, at 2 p.m. The only water here was from springs near the top, which were so full of Epsom salts as to turn the milk sour in the tea. For this reason a supply of drinking water had been brought up from Tekrit by a convoy of Ford lorries.

This same day the 7th Brigade marched out of Ain Nukhailah at 9 a.m. and arrived at Darabal Kel at 2 p.m., where they found good water and stayed until dark. At 9 p.m. they marched to a point directly in the rear of the main Turkish position on the left bank, arriving there at 2 a.m. on the 24th, which was zero day. At 5.30 a.m. they moved off again to reconnoitre the enemy position, which they found unoccupied.

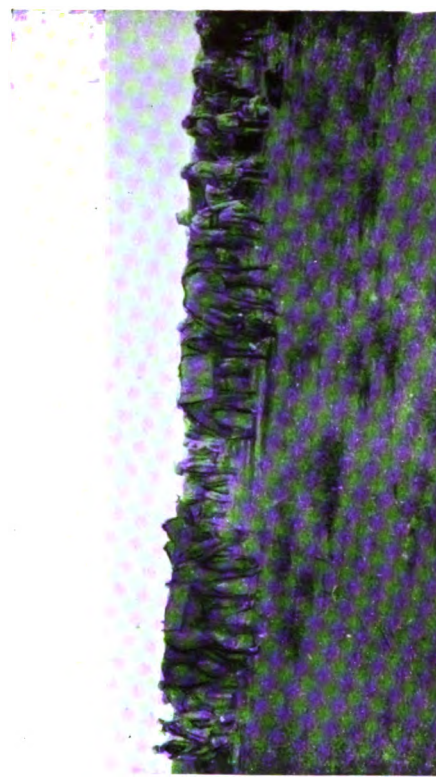
At 2.30 a.m. on the 24th (zero day) the 11th Brigade left Ain Nukhailah for Uthmaniyah on the Lesser Zab, where the 7th Hussars, who formed the advance guard, forced a crossing and drove off the hostile detachment holding the ford. This was a march of about 49 miles, commencing with a descent on foot and in the dark from the top of the pass. The force was supposed to water twice *en route* from desert wells,



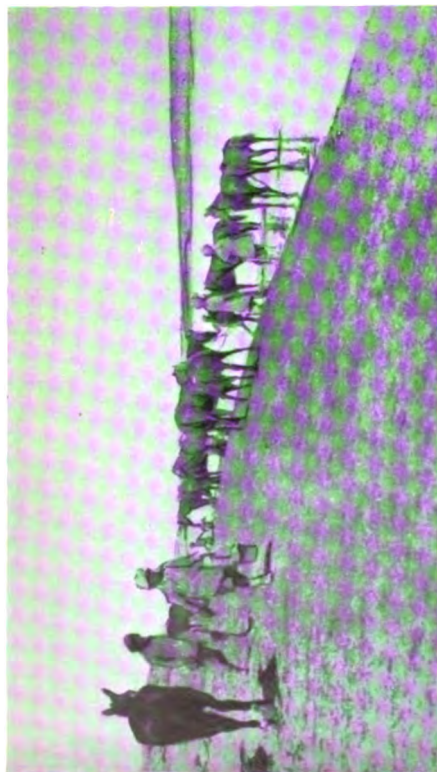
1 and 2. PART OF THE ORIGINAL POSITION ON HIGH GROUND TAKEN UP BY THE GUIDES CAVALRY, AS SEEN FROM THE SOUTH, ENTRENCHING BEFORE THE ARRIVAL OF THE TURKS.



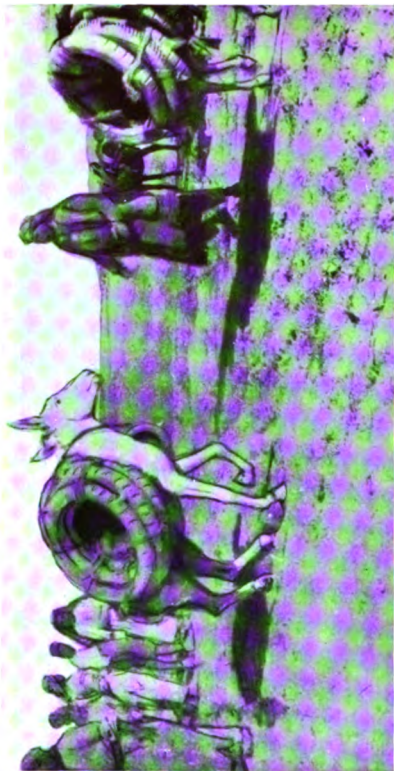
3. THE CROSSING OF THE LESSER ZAB RIVER.



4. BIVOUAC EN ROUTE.



5. WATERING IN THE TIGRIS DURING THE APPROACH MARCH.



6. STORING MOTOR TYRES AT TEKBIT



7 and 8. TWO STREETS IN MOSUL, AS SEEN IMMEDIATELY AFTER OCCUPATION.



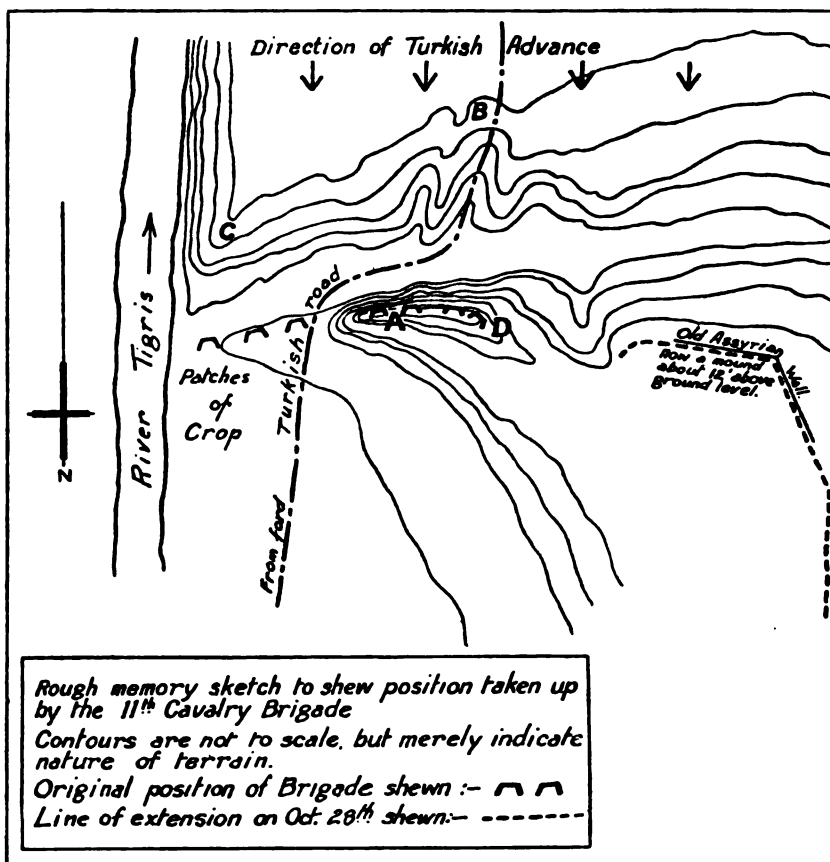
but the little water found was so brackish and difficult to draw, that watering was a slow and tedious process, and the last squadrons found nothing but stinking mud which the horses refused to touch. The main body reached the Lesser Zab after dark; the country near the river was broken and trackless and it was nearly midnight before horses were watered, fed, and rubbed down, and outposts posted. During the day, which was hot, the march had been through tall dry grass, and, to prevent bush fires, it had been necessary to prohibit smoking, so that even the solace of a cigarette was unobtainable.

On the 25th the force 'rested'; that is to say, the 23rd Cavalry F.F. were sent down stream on a reconnaissance, whilst the other units changed the position of their bivouacs and improved the cliff roads to the ford.

On the 26th the Brigade pushed on to the Tigris, to find a ford which was rumoured to exist about 14 miles above Sharqat. This was eventually found in the evening at a place where the river ran in five channels. The first four were easy to cross, but the fifth was deep, with a very swift running current, and was the cause of several casualties. Before the ford was found, one troop of the Guides Cavalry had swum the river and cut the telegraph wires. The advance guard was this day formed by the Guides Cavalry F.F. and was immediately pushed across before dark. On the far side a small Turkish hospital was captured. The Medical Officer in charge was a Greek, who obligingly agreed to show General Cassels the best place to take up a position across the road. He was at once placed on a horse on which he maintained a precarious seat until the position he indicated (some three miles down stream) was reached. The light was now failing, so that speed was essential, and each squadron was galloped down to the position as it got across, without waiting for the others. No enemy, other than those in the hospital, were met, for the Turks thought that it was impossible for the Tigris to be forded, and had, therefore, failed to guard their Lines of Communication. The 23rd

Cavalry, and some of the guns also, got across before dark and remained in reserve, under cover of the high ground; whilst the remainder of the Brigade crossed early next morning, and the position was consolidated and trenches dug.

The country here consisted of a plateau about one hundred feet above the river level, intersected with dry watercourses, which began on the plateau as mere depressions and ended at river level as deep 'nullahs,' with precipitous sides which could



only be crossed by cavalry at a few places. The 11th Cavalry Brigade took up a position where the high ground, after being intersected by one of these wide and deep nullahs, receded about a mile from the river, leaving a low riveraine plateau, on which were patches of crops, mostly 'charri,' growing about

five feet high. At this point the road left the high ground and, after crossing the nullah, continued along the riveraine plateau. Point A commanded the ground south for about three miles, and west for from five to ten, and was used as an observation post throughout the engagement, Brigade Headquarters being established immediately on the reverse slope.

On the morning of the 27th hostile Infantry appeared on the high ground, advancing in waves in extended order, but were checked by some excellent shooting on the part of W. Battery (looking back it seems incredible that this Battery ever got across the river, their guns being entirely submerged in a very strong current). The 23rd Cavalry were sent out to worry the enemy's left flank, and got close to a battery of their guns, which they were on the point of capturing when timely Turkish reinforcements arrived, necessitating the retirement of the Regiment. In the meanwhile other parties of Turks had been trying to work their way through the broken ground by the river bank to point C, but were driven off by a detachment of the Guides Cavalry. This Regiment was holding the main position from the river through A to D with two Squadrons on the low ground and two on the high. The 7th Hussars were kept in reserve, with strong detachments on the Mosul Road, down which Turkish reinforcements were advancing. It was not until nightfall that small parties of the enemy succeeded in establishing themselves on the south bank of the nullah, the distance from A to B being about 1,200 yards.

By the 28th the Turks had been turned out of their positions south of Sharqat by the continuous pressure of our Ist Corps, and pressed their attack northwards in real earnest. General Cassels again ordered a diversion to be made on their left flank, this time by two Squadrons of the 7th Hussars; but these were soon forced to retire, and took up a position on the right flank of the Guides Cavalry with their right flank refused. About midday, or a little later, the 7th Cavalry Brigade and

an Infantry Brigade were seen coming up on the left bank of the Tigris. This was a most welcome sight as the Turks appeared to be making a determined effort on the right flank of the 11th Brigade and their reinforcements from Mosul were also beginning to press on. About 2 p.m. the position on the right flank was becoming critical, and the two Squadrons of the Guides Cavalry on the high ground were sent to reinforce and extend the line of the 7th Hussars, while their positions were taken by one Company of the 1-7th Gurkhas, who had just crossed over. In the evening the two Squadrons of the Guides Cavalry from the low ground were sent to reinforce these two on the high ground, as it had been found necessary to withdraw the 7th Hussars.

The Turks maintained a steady pressure throughout the day with a well-directed fire, especially from their heavy guns, which caused fifty casualties amongst the led horses of one Squadron of the Guides Cavalry alone. The night of the 28th-29th was one of continuous strain and watchfulness, for it was evident that, if the enemy meant to break through or get round, this night would be their last opportunity, before the remainder of the Infantry and the Cavalry Brigade could cross the river. Our force was by now holding an almost complete semicircle, with the base on the river and Turks to the north and south. The hostile forces, however, were apparently too short of water to face the desert, for only a convoy of wounded got round (and these were afterwards captured) and they were too exhausted to break through—a movement they had certainly intended to carry out if possible, for, after their surrender, dumps of bombs were found within one hundred yards of our position.

The Brigade was relieved about 10 a.m. on the 29th by the Infantry, who had marched up the left bank.

To recapitulate, the 11th Cavalry Brigade marched eighty-three miles in two days; then, after a so-called rest, marched a further thirty-four, and, having forded the Tigris, took up a

position which they held for sixty-four hours against repeated attacks of the enemy, and in their turn carried out two mounted attacks. The value of these attacks may be gauged from the fact that the Turkish General opposed to our force admitted after his capture that he put our original strength at two Brigades, instead of one, for he did not consider it possible that one Brigade could launch attacks against his force as well as defend its position and hold off the Turks advancing from Mosul.

During the time that the 11th Brigade were in position a ferry of the pontoons that it had laboriously transported with it was erected across Tigris, to transport rations and ammunition, and later infantry, but not before supplies had run extremely low. At one period the force was reduced to half emergency rations and the horses were being fed on the 'charri,' to cut which parties of men were detached. During the action the led horses were kept as far as possible under cover of the high ground, but had to be taken to water across the riveraine plateau under shell fire. This necessitated keeping one horse holder to four horses, which seriously reduced the number of bayonets in the line. In the original position standing trenches were dug, but as the line was extended there was only time to scratch up lying shelter and this was mostly done with bayonets, as the position was too exposed to use the large entrenching tools issued to Cavalry.

The possibilities of Cavalry were further well exemplified by the marches accomplished by the 7th Cavalry Brigade during this period. On the 23rd-24th, after reconnoitring the Turkish position, as already stated, they marched to the Lesser Zab, where they met opposition, and, being unable to make good the line of the river before dark, retired to Fathah on the Tigris. This was the nearest point to the Zab where they could water without being shelled from the opposite bank. They were twenty-six hours without water and marched at least forty-eight miles. On the 25th they left Fathah at 5.30 a.m., crossed the Lesser Zab, reconnoitred to the north

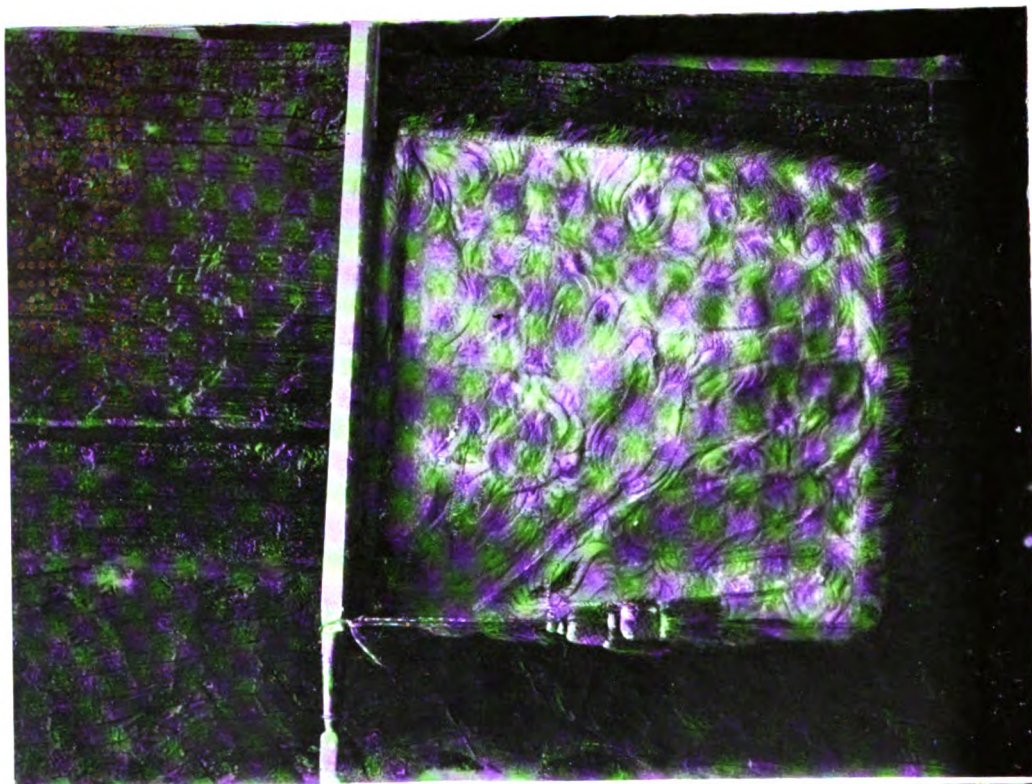
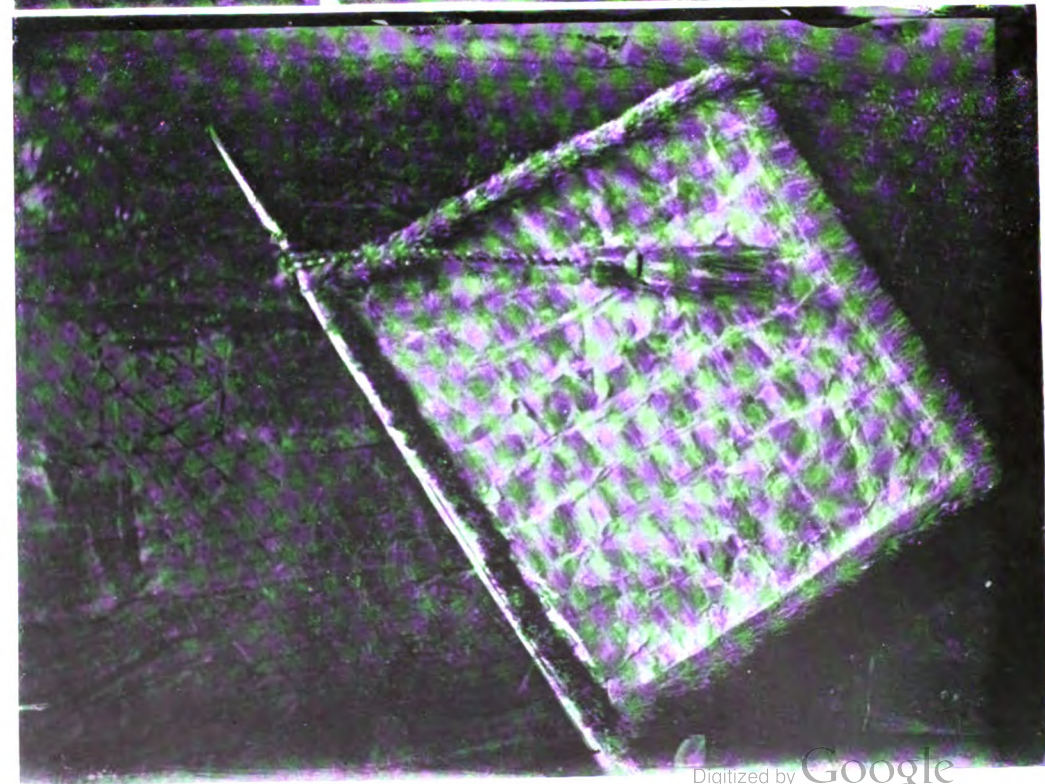
and returned to the Zab at 5 p.m. On the 26th they 'rested.' On the 27th the Brigade returned to Fathah, leaving the Zab at 5 a.m. and arriving at 10 a.m., a distance of twenty-six miles. At 6 p.m. they received orders to march at 1 a.m. on the 28th and reinforce the 11th Cavalry Brigade. Marching continuously from 1 a.m. they arrived opposite the ford at 2.30 p.m., a distance of fifty-four miles. After halting for one and a half hours, orders were received to cross the Tigris, a task which was not completed until after dark. The 14th Lancers alone lost twelve men and twenty-two horses, drowned during this operation. During the 29th this Brigade came into action in the rear of the 11th Cavalry Brigade and captured 1,000 prisoners and nine machine guns, this being the advance guard of the Turkish force previously mentioned as advancing from Mosul.

The net result of this successful action of the Cavalry Brigades acting in conjunction with the Infantry was the practical annihilation of the Turkish Army on the Tigris, for on the morning of the 30th the Turkish Commander, Ismail Haqqi Bey, surrendered at Sharqat with his whole force and our captures amounted to :—

Officers	-	-	-	-	-	643
O.R.	-	-	-	-	-	10,679
Guns	-	-	-	-	-	50
Animals	-	-	-	-	-	2,085

After the surrender of the main force the 7th Cavalry Brigade pushed on to Qaiyarah, where, after a brilliant charge, about 1,000 prisoners and eight machine guns were captured, with a large dump of stores and rations and a steamer. These rations were sufficient for three days for the two Cavalry Brigades, who were thereby enabled to continue the advance on Mosul, twenty-nine miles being done the next day. On November 1, whilst the Brigades were on the line of march, news of the armistice was received; but this did not stop the advance on Mosul, and the capital of Upper Mesopotamia was entered on November 3.





STANDARDS CARRIED IN ACTION IN THE CIVIL WAR OF 1642—1645.

STANDARD OF A ROYALIST TROOP OF HORSE AND STANDARD OF A TROOP OF HORSE OF CROMWELL'S ARMY.

STANDARDS AND GUIDONS

II

By EDWARD FRASER

THE oldest existing flags in England which have seen war service are three carried in the Civil War between Charles I. and Cromwell. Two are Cavalry standards and are of additional historic interest as having in all probability faced one another on the field of battle. One is a Royalist Cavalry standard, the other, apparently, a Parliamentary Cavalry standard. The third flag, possibly a year or two older than the Cavalry flags, is a company colour of an Infantry regiment commanded by the celebrated Parliamentary leader in Derbyshire and Notts, Sir John Gell. He commanded a species of brigade, or flying column, and had in it a dragoon regiment, raised by himself, but the guidons of that corps seem no longer to exist. The two Cavalry standards now hang side by side in a Gloucestershire village church, the parish church of Bromesberrow, not far from Malvern, over the monument of Colonel Rice (or Rhys) Yate, who, as a young Royalist officer commanding a troop of Horse, captured the Parliamentary standard. It would appear that he preserved both flags—that of his own troop and his trophy; and, after his death, his son, on erecting a family memorial chapel attached to the church, placed the two standards over his father's monument. The pedigree of the flags, so to speak, will be explained in the July number of the *Army Historical Research Society's Journal*, from information which the former rector of Bromesberrow, the Rev. W. Wynn Lloyd, and his daughter, Miss N. Wynn Lloyd, with aid from Miss Hill, the daughter of an earlier rector, kindly

placed at the writer's disposal; and as the result of other research and enquiries. These would appear to be the facts, related briefly :—

Colonel Yate, as a lad of eighteen or nineteen, held a commission in a regiment of Horse commanded by the then Earl of Macclesfield, with the rank of captain-lieutenant, or subaltern in charge of the first, or Colonel's, troop of the regiment. Lord Macclesfield, as Commander-in-Chief of the King's Army in the Western Midlands and Wales, was a vigorous and daring leader, and on several occasions in his Welsh campaign routed Parliamentary forces opposed to him, in the course of which the captured standard now in Bromesberrow Church was probably taken, and presumably, according to the usage of the time, presented to the officer commanding the victorious unit. The Royalist troop standard would at the end of the war, similarly according to the then usage, on dispersal of the troop, fall to the officer in charge. That seems to account reasonably for Colonel Yate's possession of both. The photographs of the standards are reproduced through the courtesy of the Rev. W. Wynn Lloyd. The standards hung in the Yate chapel from 1721—they were seen there and described a hundred odd years ago, in 1791—to 1857, when the Church was 'restored.' They then got stowed out of the way, their story apparently forgotten, until four or five years later General Peter Webster, an antiquary, while visiting the then rector, discovered them. He, with Mrs. Hill, the rector's wife, pieced the ancient fragments together and mounted them on silk, a careful drawing in colour being made by Mrs. Hill and placed in the church. Mr. Wynn Lloyd later further secured them in a gauze casing, as they are now. The Royalist standard (the left-hand illustration) is of white silk, and bears, within a wreath, the words 'Religio Protestantium, Leges Angliæ, Libertas Parliamentorum,' words quoted from Charles I.'s 'Oxford Declaration' of 1648, during the Civil War. The

Commonwealth standard is of red flowered silk bearing, painted on, the device of a man's arm in armour, thrust forth from a cloud, the gauntleted hand holding upright a sword; a scroll on the flag bears the words 'Juvit et Juvabit Jehovah.' An identical device and motto were borne on other Parliamentary Cavalry standards, as shown in contemporary coloured drawings which exist. The lance and lance-head of one flag is the original; the other has seemingly been 'restored' at some time.

The 7th Hussars should be interested in the next oldest Cavalry flag: a dragoon guidon of the Colonel's troop in their parent regiment, Lord Cardross's Scottish Dragoons, borne in action against Claverhouse (Bonnie Dundee)'s Highlanders in the battle of Dunblane in 1689, shortly after Killiecrankie. It is in the Museum of the Scottish Society of Antiquaries, Edinburgh, to which it was presented many years ago by the ninth Earl of Buchan, as representative of the Cardross family in whose care it had been ever since December 1690, when the Cardross Dragoons were merged into the corps now the 7th Hussars. It is in excellent preservation, and a coloured drawing is in Ross's 'Scottish Colours.' The guidon is swallow-tailed, of crimson silk, with an inner lining of stout linen, and bearing on both sides, painted, the crest and motto of the Colonel, Lord Cardross: the crest, a hand rising from a baron's coronet and upholding upright a dagger impaling a boar's head; the motto, on a scroll above the crest, 'Fortitudine.' In the upper canton (left-hand top corner) is the Scots Thistle with a royal crown over it. The guidon has heavy gold fringe and two gold cord tassels, while the lance-head is of steel, keenly double-edged, for use in emergency by the cornet. Such lance-heads are almost invariably seen, it may be noted by the way, on contemporary Cavalry standard and guidon lances now in existence abroad. There is a story of an Imperialist standard of cuirassiers belonging to one of

Pappenheim's regiments in the Thirty Years' War, the flag of which bore a painting of the Virgin and Child. The cornet carrying it, hard pressed in fight, using the lance, stabbed with it right and left, and blood from antagonists bespattered the holy device. The standard having been consecrated on presentation, as at all times standards and colours for both cavalry and infantry have been in Continental armies, the whole troop was formally excommunicated after the action until the chaplain had solemnly purged the standard at a religious service on parade and given the cornet and standard-guard absolution. So at least an old German history of the Thirty Years' War says.

The 6th Inniskilling Dragoons come next into the picture. One of their original guidons, borne at the Battle of the Boyne in 1690, is—or was until quite recently—at Kilmainham. An illustration of it, as preserved in a glass case, taken specially for the CAVALRY JOURNAL, is at the end of this article. The Inniskillings, then Conynghame's Dragoons, were led across the river by King William personally, and the guidon would be close to the King. The daring exploit of the passage was a fine feat of arms. As the Inniskillings came to the reed-grown water's-edge, the King headed them. 'Gentlemen,' he called, turning towards them, 'I have heard much of your exploits, now I will myself witness them. You shall be my guards this day!' They plunged in, and for a space had a floundering struggle in the deep mud swamp and tangling reeds of the river bed. Two or three regiments of King James's Horse faced them, drawn up across the river. They fired their carbines at them and shouted jeeringly, 'Pass over if you can! We give you leave to pass!' The spot where the Inniskillings crossed is to this day called locally, 'The pass if ye can.' The King was unhorsed in crossing and an Inniskilling trooper, McKinley by name, dragged William's plunging charger across the Boyne. Reforming on the far

bank, the Inniskillings, their cornets with the guidons leading, charged at the enemy, who, however, did not wait to cross swords. King William, in a later phase of the battle of the Boyne, rallied the other Inniskilling Dragoon regiment raised for the Irish campaign—Wynne's, in later times the 5th Lancers—who had been badly shaken after a rough-and-tumble scrimmage in a lane; but their guidons do not now exist.

The 5th Dragoon Guards had in their possession as late as 1836, according to a paragraph in the *United Service Gazette* of April 13, 1836, 'a standard presented to the regiment in 1712 and borne before it in glorious services since that period.' According to the paragraph, it was displayed in the previous week 'at a great fête given by the regiment in Edinburgh Assembly rooms when leaving Piershill barracks.' That standard seems, however, to have disappeared since.

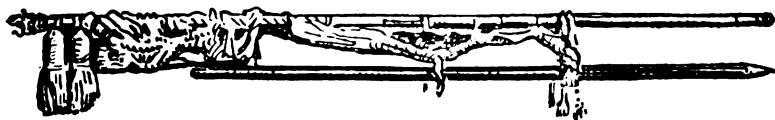
Best known of all British Cavalry standards that have faced the enemy in former days is the celebrated Dettingen 'Black Horse' standard, now in the Museum of the Royal United Service Institution, Whitehall. It was borne throughout the battle by a gallant young Irish lad, Cornet Richardson, and was presented to him after the campaign as a reward for his heroism by order of King George II. Until a few years ago it was kept as a family heirloom in his ancestral home in Co. Fermanagh, Ireland; then for a time it was entrusted to the care of the regiment; now it is one of the most prized treasures of the R.U.S.I. All three cornets who bore the standards of the 'Black Horse' (now the 7th Dragoon Guards) at Dettingen were presented with their standards, for all did their part finely in the fight, but only Richardson's has survived. Three times that day did the Black Horse charge. The first time was to keep back the French Horse as the battle was opening. Then, after standing for a time under artillery fire, towards the middle of the action, to assist hard-pressed infantry threatened by an advance of the French cavalry, they were sent forward into

the hottest of the battle. They formed the centre regiment in a brigade of three. The odds against them were heavy, for the enemy cavalry comprised several regiments, and after the first clash the two British regiments on the wings failed to make progress. The Black Horse so got isolated, and as they pressed victoriously forward the French closed in round them on both flanks and in rear. They were 'Ligonier's men,' and had been trained under the eye of our ablest Cavalry leader of the time, their Colonel, John Ligonier, a former French Huguenot of good family, who forty years before had entered the British service and had had an exceptionally brilliant career under Marlborough. Capably commanded that day by his younger brother, Francis Ligonier, the Lieutenant-Colonel, they went about in good order and cut their way back. Then, before they had re-formed, they were called on once more to charge the swarming mass of French cavalry, and did so. This time, as they plunged into the thick, they got broken up into groups and Cornet Richardson, bearing the King's standard, got separated from his squadron in the *mêlée*. The pick of the French Household Cavalry had joined their former antagonists by then: the famous 'Black Musketeers,' red-coated and black-horsed, whence the name; and the *élite* of the *élite*, the 'Gendarmerie de la Garde du Roi,' whose privilege it was to lodge their standards in the King's private apartments in Versailles palace, by his bedroom door. Some of these saw the fair-haired boy cornet by himself, and made for his standard as a certain trophy. They surrounded him, slashing at him, firing their pistols, and shouting to him to surrender! Sword in hand, he fought them all, kept them off, broke through and got back to the regiment with the standard. The standard lance, now not in existence, was scarred over with sword cuts. 'Sure,' said young Richardson to someone, it is recorded, 'and hadn't the wood o' the pole been iron, they'd have cut it to bits!' That night, in his tent, thirty sabre

cuts were counted on his body, and a number of bullets dropped out of his clothes and hat.

One word more. Cavalry standards at that period bore the Colonel's crest, or part of his armorial bearings. A Cavalry guidon of a Colonel Killigrew of the 8th Dragoons (now Hussars) is sculptured on his monument in Westminster Abbey, bearing an eagle, the Killigrew crest. The Black Horse standard bears an earl's coronet with a silver half-lion rampant rising from it. Yet Ligonier at Dettingen was plain Colonel John Ligonier, and the only arms he was entitled to were the French Ligonier family arms, a black bear with red claws and red tongue showing out of open jaws. The crest embroidered on the standard was not granted in the Herald's College until some months after Dettingen, where, at the close of the action, Ligonier was knighted, made knight-banneret and K.B. He did not become an Earl and entitled to the coronet on the standard till 1767, twenty-four years after Dettingen. Yet the standard, like Cæsar's wife, is of course above suspicion. It would be interesting to have an explanation of the genesis of the device.

To conclude. On no other British battlefield did Cavalry standards pass through such adventures as at Dettingen. Others of these, including the heroic feat of Trooper Brown, 'the Valiant Dragoon,' will be dealt with in the next article, which should carry the story down to Wellington's day and the dragoon guidons of the Talavera charge, the last British Cavalry flags carried in action, now at the R.U.S.I.



THE BOYNE STANDARD OF THE INNISKILLINGS AT KILMAINHAM.

Under the glass case is inscribed on a plate:

'This flag was carried at the Battle of the Boyne by the Enniskilleners.'

**OPERATIONS OF THE MOUNTED TROOPS OF THE
EGYPTIAN EXPEDITIONARY FORCE (*continued*)**

By LIEUT.-COLONEL REX OSBORNE, D.S.O., M.C.,
18th/18th Hussars

CHAPTER XXV. PHASE V.

(*See Plate XIII, and Map C., CAVALRY JOURNAL, October 1922*).

XXth Corps.

By the evening of September 20, XXIst Corps had completely broken the Turkish VIIIth Army, and Descorps, standing astride the enemy's retreat at Beisan, Jenin and Afuleh, had already taken several thousand prisoners.

Turkish VIIth Army, occupying strong defensive positions in the mountains south of Nablus, had been able to maintain a stout resistance to XXth Corps, which only consisted of two Divisions, supported by a comparatively weak Heavy Artillery. As a possible line of retreat, down the Wadi Farah to Jisr ed Damie, still remained open for Turkish VIIth Army, the G.O.C. XXth Corps called on his troops for a special effort to drive in the enemy's rearguards and reach the high ground N.E. of Nablus and so cut off the last remaining line of retreat. (*See Plate XIII.*).

The troops responded most gallantly, broke down the enemy's resistance, reached their objectives, and sent forward detachments in pursuit. The performance of the 10th Division was a very fine one; it fought and marched continuously for two days over more than 20 miles of difficult mountain country. (*See Photo 13*).

R.A.F.

Large columns of the enemy, particularly of transport, attempted to escape down the Wadi Farah. Reconnaissance machines reported this to Air Force Headquarters. All available aeroplanes were mobilised for attack; the departure of machines from the aerodrome was so timed that two machines should arrive over the objective every three minutes, and that an additional formation of six machines should come into action every half-hour. These attacks were maintained for four hours, until troops of XXth Corps arrived on the scene. The enemy's troops fled in all directions and the road was completely blocked and was strewn with a mass of *débris* of wrecked wagons, guns and motor-lorries, totalling in all eighty-seven guns, fifty-five motor-lorries, four motor-cars and 932 wagons. (*See Photo No. 14*).

No eyewitness of the results of this disaster is likely ever again to underestimate the awful danger of heavy aerial attack against troops whose anti-aircraft defences have broken down. Complete and continuous efficiency of anti-aircraft measures is, henceforth, a vital necessity.

Desert Mounted Corps.

Although the enemy's troops retreating northwards were much broken, yet many of their Commanders, especially the Germans, were striving hard to restore discipline and organise the retreat. Lord Allenby gave orders that his Cavalry Corps, which was in position on all the enemy's lines of retreat, was not to remain sitting in those positions, but was to move southwards and meet the enemy and attack the heads of his columns.

5th Cavalry Division.

It was known that Haifa was held by troops of Liman von Sanders' Army Reserve, which had not yet been engaged in the battle. At midday on 22 September Fivecav. was

ordered to move at 0500 hours on 28 September from about Afule and Nazareth, and to occupy Haifa and Acre.

The taking of Haifa by the 15th I.S. Cavalry Brigade by mounted attack has been fully described by Brig.-General Weir, C.M.G., D.S.O., in *CAVALRY JOURNAL* of October, 1920, page 538 *et seq.* The attack was most brilliantly conceived and carried out; it achieved the apparently impossible; no cavalry action in the campaign is more worthy of close study. (*See Photo No. 15*).

4th Cavalry Division.

By September 22 all eyes were turning towards the Jordan Valley; reports showed that the remnants of the VIIth and VIIIth Turkish Armies were moving towards Beisan and the several fords over the Jordan to the south of that place. Starting from Beisan early on September 23, the 11th Cavalry Brigade of Fourcav. moved down both banks of the Jordan with the object of closing the crossings over the river.

The following is extracted from the report of G.O.C. Fourcav. on the action of 11th Cavalry Brigade (*see Map C*):—

‘About 0830 hours the left patrols were fired on from the direction of Mak. Abu Naj. Reconnaissance disclosed the fact that a strong Advanced Guard of about 1000 Infantry, and some thirty machine guns, with a few mounted men, were holding an advanced position covering the ford. The position ran through dense scrub, with its centre occupying a mound and a few houses. The mound was garrisoned by some 300 Infantry with fifteen Machine Guns. Captain Jackson, M.C., with two Squadrons 29th Lancers, was detailed to clear up the situation in this direction. He very gallantly charged the mound, capturing some 800 prisoners and all the machine guns.

‘Meanwhile the Middlesex Yeomanry had been ordered south to turn the rear of the hostile Advanced Guard. It was then discovered that the enemy were in large numbers at the

ford, and that also portions of the enemy were attempting to cross the river lower down.

'As two attacks on the ford by 86th Jacob's Horse on the east bank were unsuccessful, and the retreating enemy were in large numbers, the Brigadier wired to Fourcav. at Beisan for Hants. Battery R.H.A.; it arrived about 1100 hours and came into action against the enemy holding the ford.

'It was not until the Battery had fired its first round that the enemy disclosed his own Batteries, of which he had apparently two, posted on the east bank of the river and about 1500 yards south-east of the ford. The enemy's Artillery quickly got on to Hants Battery, which, owing to the nature of the ground, was compelled to come into action in the open. Every gun of the Battery was hit, but no damage was done to *personnel*; but so hot and accurate was the hostile fire that the gunners had temporarily to leave their guns.

'Meanwhile, the Middlesex Yeomanry had worked down the west bank and succeeded in getting a squadron across at Mak. Fath Allah ford. This squadron charged the guns and put them out of action.

'The enemy holding the ford at Mak. Abu Naj now commenced to withdraw and came under heavy machine gun and automatic rifle fire, suffering very severely and abandoning an enormous quantity of warlike stores.

'It had been a very hot day, the going bad, and the horses had been without water since leaving Beisan; the Brigade therefore went into bivouac at 1700 hours.'

An officer's patrol of about 1 troop had been sent out into the mountains to the west to try and gain touch with the XXth Corps Cavalry Regiment (Worcester Yeomanry) somewhere in the neighbourhood of Kh. Atuf. The patrol reported itself to the O.C. Corps Cavalry Regiment at 0600 hours on the 24th, and succeeded in getting back again to its own Brigade. It covered altogether 50 miles of most difficult country and was frequently held up by elements of VIIIth

Turkish Army. This long-distance patrol was probably the most difficult of the very limited number carried out in Palestine and it would be interesting if its leader would describe it in detail in the *CAVALRY JOURNAL*.

September 24.

The report continues :—‘ On 24th, 11th Cavalry Brigade moved down both sides of the Jordan with the object of mopping up the retreating Turkish Army, which was retiring on Beisan, apparently ignorant of the fact that our cavalry had been in possession of the place since the 20th.

‘ Almost immediately on leaving bivouac the Middlesex Yeomanry came in contact with a hostile Advance Guard about 1,200 strong, supported by numerous machine guns, which was marching down the W. el Maleh.’ (*Note.*—Probably a wady running eastwards from the Judæan Mts. down to the ford at Mak. el Sherar.) ‘ Hants Battery and one section machine guns were quickly pushed forward and dealt most severely with the Advance Guard, which was diverted from its line of march and forced back on to the column it was protecting; both the Advance Guard and the Column were thrown into disorder and retired over the Jordan in hopeless rout.’ (*Note.*—Probably over the ford Mak. el Masudi).

‘ The Battery was playing on them at ranges under 3,000 yards, and the machine guns and H.R.’s, pushing forward to the very banks of the river, made the ford a veritable shambles. The hostile transport cut their horses out of their traces and, mounting, galloped into the foothills in the utmost disorder.

‘ On the west bank alone 4,000 prisoners and 29 machine guns were captured, in addition to many machine guns abandoned.’

A further 1,000 prisoners were captured by 10th Cavalry Brigade on the west bank a little farther north; this Brigade was ordered to collect all rifles discarded by the Turks south of Beisan, the estimated number being 8,000.

The C.-in-C., in his despatch, in referring to this date, September 24, states 'the last remnants of the VIIth and VIIIth Turkish Armies had been collected. As armies they had ceased to exist, and but few had escaped.'

Comments.

(a) It might have been thought that the C.-in-C., having succeeded in placing three Cavalry divisions at vital points on the enemy's lines of retreat, would have been content to allow them to consolidate their positions there and await the arrival of the enemy's columns. But he was no believer in passive action; the retreating enemy, hotly pursued from the south, found himself simultaneously heavily attacked from the north; he had no chance whatever to recover.

(b) Soldiers who were not present in this campaign may well find it hard to believe that such an appalling disaster could have happened to these two Turkish Armies if they had only continued to fight. But there is a limit beyond which no troops can struggle, and this limit was probably reached by these Turks. Those British soldiers who took part in the retreats of August, 1914, and March, 1918, will no doubt understand. Let them cast their memories back and imagine, for instance, what would have happened if, on the night and day following the Battle of Le Cateau, Von Marwitz's Cavalry Corps had been standing astride all the lines of retreat of the British Army, with Von Kluck's Army in close pursuit.

(c) It will again be noticed that, on practically every occasion, Cavalry leaders, from Divisional Commanders down to Squadron Commanders, chose the mounted form of attack. Time and moral effect were two vital factors; the mounted form of attack has no equal in moral effect and it obtains a definite decision, either success or failure, in the quickest possible time.

But it will be seen that leaders did not forget the urgent

necessity of supporting fire, in the first place to help their mounted attack to get in and, in the case of failure, to get out again.

September 25.

All Palestine west of Jordan having been cleared, Semakh, at the south end of Lake Tiberias, remained the only place in this area known to be still held. It was decided to capture it; very few troops were available, and the 4th A.L.H. Brigade of Ausdiv.—very weak because of large detachments from it—was ordered to march from Afule on September 24, *viâ* Beisan, and capture Semakh at dawn on September 25. The action was very remarkable for the great dash and determination with which the operation was carried out. The following account is an extract from the official report of the Brigade Commander, Brigadier-General W. Grant, D.S.O.:—

‘On 24th September, 1918, the 4th Cavalry Division were at Beisan with one Regiment (Central Indian Horse) holding Jisr el Mejamie. A patrol of Indian Cavalry had been fired on and driven back near Semakh on the 23rd; and a Squadron of the C.I.H., which made a reconnaissance towards the village on September 24, had met with machine gun fire and had also been shelled by a field gun and forced to retire.

‘The 4th A.L.H. Brigade (less 4th A.L.H. Regiment and two Squadrons of the 12th L.H. Regiment) left Afule at 0830 for the purpose of relieving part of the 3rd A.L.H. Brigade, which was holding an outpost line between Afule and Beisan. Before completing the relief, instructions were received from Ausdiv. to continue the march to Beisan, which was reached by the Brigade at 1345. Information was received here that it was reported that the Turks were holding Semakh for the purpose of covering the removal of the large dump of stores and supplies which had been accumulated there. The 4th A.L.H. Brigade (less 4th A.L.H. Regiment and two Squadrons 12th A.L.H. Regiment) was ordered to capture Semakh at

dawn on the 25th, and then push up the Yarmuk valley and protect the railway bridges between there and Deraa.

'The Brigade (less detachment) bivouacked at Beisan till 1630 and then proceeded to Jisr Mejamie, where it arrived at 2100. One Squadron (less one troop) of the 12th A.L.H. Regiment, which had marched from Lejjun, rejoined at midnight. The C.I.H. supplied the information that the place was held and that the village and station buildings were on a plain about $2\frac{1}{2}$ miles wide and extending for three miles south of the village (*see* Plate XVI.). It was stated that there was no cover of any sort on approaching the place, except that there were some undulations in the ground about 3,000 yards to the south-east. A resident of the Jewish village situated a mile away from Semakh, who had just come in, gave the information that the place was held by about 120 Turks and Germans—the latter not in uniform—and also that there were not more than four machine guns. It was also known that the enemy had one field gun, as it had been used against the Squadron of the C.I.H. that afternoon.

'A message was received here from Ausdiv. at Afule that the 15th A.L.H. Regiment was marching from Jenin to reinforce the Brigade, but that they would not arrive before daylight. It was left to the discretion of the G.O.C. whether he attacked at dawn or waited until reinforced by the 15th A.L.H. Regiment.

'In view of the information received, the G.O.C. decided that he had sufficient force to capture the place, and that there would be less casualties if the place were rushed just before dawn, than if the attack were delivered in daylight. The question of time was of particular importance as the principal rôle assigned to the Brigade was the protection of the Yarmuk valley bridges and tunnels.

'Orders were issued that the 11th A.L.H. Regiment were to attack, mounted, from the south-east just before dawn, under the covering fire of the machine guns, and the 12th

A.L.H. Regiment (less five Troops) would be held as a reserve (*see* Photo No. 16).

‘Jisr Mejamie is six miles south of Semakh and there were two bridges to cross at the Jordan and Yarmuk rivers respectively; so two hours was allowed for the march. Dawn being expected at 0450, the Brigade marched from Jisr Mejamie at 0230. A British Officer and three Indians were provided by the C.I.H. as guides. A Squadron was also sent by that Regiment along the road on the west bank of the Jordan to act as a flank guard.

‘After crossing the bridge over the Yarmuk river, the Brigade deployed into column of Squadrons, each in line of troop columns, and moved parallel to the road east of the railway line (*see* Plate XVI.). The 11th A.L.H. Regiment, with one section of machine guns attached, were leading with one squadron (“C”) as advanced guard, followed by Brigade Headquarters, Signal Troop, Machine Gun Squadron and 12th A.L.H. Regiment (less five troops).

‘On approaching Semakh, the Machine Gun Squadron was ordered to support the 11th A.L.H. Regiment.

‘At 0425, when quite dark, intense hostile machine gun and rifle fire was opened along the whole front. The four advanced machine guns immediately came into action frontally, whilst the 11th A.L.H. Regiment swung off to the right so as to charge from south-easterly direction. As soon as the 11th A.L.H. Regiment had cleared their front, the eight reserve machine guns also came into action in line with the advanced guns. The M.G. Squadron had then six guns in action on each side of the railway line and distributed intense scathing fire on the enemy’s line.

‘“A” and “B” Squadrons of the 11th A.L.H. Regiment charged mounted with drawn swords, in two lines of half squadrons, with about 200 yards distance between lines. As they charged they yelled, which enabled the machine gunners to know their whereabouts and when to cease their fire, as it



Photo No. 13.—VIEW OF THE NABLUS-TUBAS ROAD, ON THE FRONT OF XXth CORPS. SHOWING ABANDONED TURKISH TRANSPORT. ANY MOVEMENT OF TRANSPORT OFF THE ROADS, IN THE MOUNTAINS, WAS IMPOSSIBLE.



Photo No. 14.—101 CAPTURED GUNS; TAKEN ON XXth CORPS FRONT; ALL WERE ABANDONED IN RETREAT, AND CHIEFLY OWING TO ATTACK BY BRITISH AEROPLANES.



Photo No. 15.—SHOWING HAIFA IN FOREGROUND, THE BAY OF ACRE ON LEFT, AND THE BROOK KISHON IN RIGHT CENTRAL BACKGROUND. THE MOUNTED ATTACK OF THE 15th I.S. CAV. BDE. WAS DIRECTED FROM RIGHT BACKGROUND. THE PHOTOGRAPH IS TAKEN FROM THE NORTHERN SLOPES OF MT. CARMEL.

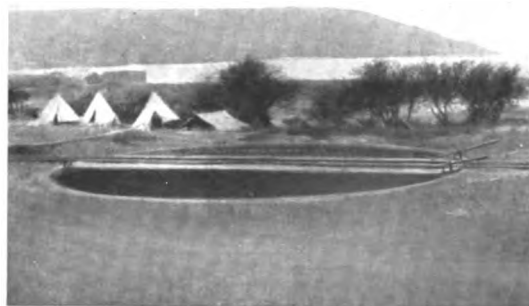
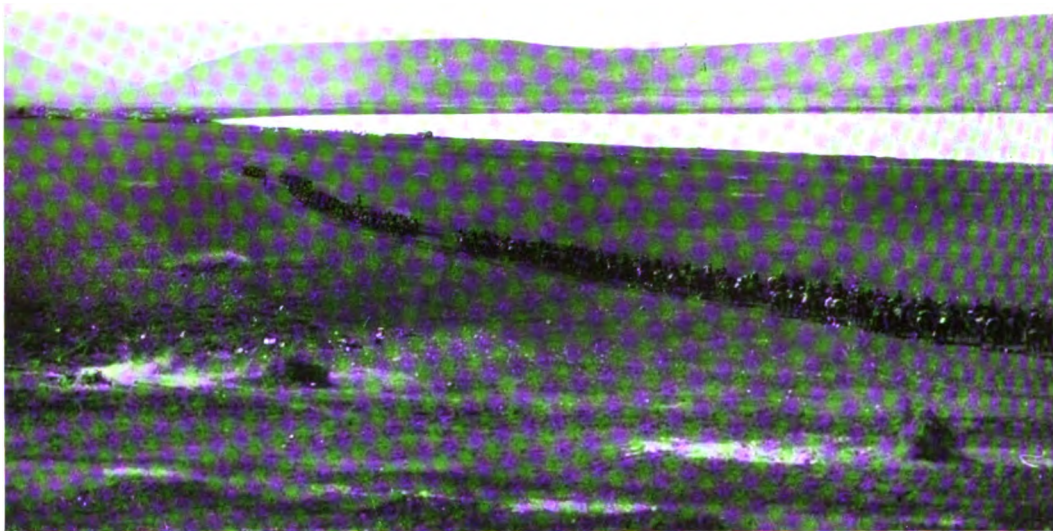


Photo No. 17.—THE RAILWAY LINE AND BUILDINGS AT SEMAKH, WITH LAKE TIBERIAS BEHIND. THE ATTACK OF 11th A.L.H. REGIMENT CAME FROM RIGHT FOREGROUND.



Copyright by Australian War Museum.

Photo No. 16.—SHOWING LAKE TIBERIAS AND, IN FOREGROUND, THE JORDAN PLAIN, OVER WHICH 11th A.L.H. REGIMENT MADE ITS MOUNTED ATTACK.



Copyright by Australian War Museum.

Photo No. 19.—2nd A.L.H. BRIGADE EVACUATING 4,500 TURKISH PRISONERS OF 11th TURKISH CORPS—LIKE DROVERS WITH A MOB OF SHEEP.

was still quite dark. These two squadrons broke right through the enemy's line and rode on to the east side of the railway buildings; two troops swung round the west of the railway buildings and entered the village. The railway buildings and the village were found to be strongly held; so the two squadrons dismounted, left their horses in a wadi near the pump house and attacked on foot (*see* Photo No. 17). In the meantime "C" Squadron of the 11th A.L.H. Regiment, which had formed the advance guard, detached one troop to act as escort to the machine guns, and the remainder moved to protect the right rear of the two charging squadrons, and took up a position on Hill 877, watching the railway to Deraa and the road to Sumra. At 0510 they were sent to support the other squadrons in the village. "C" Squadron of the 12th A.L.H. Regiment was sent in on the left flank to the west of the village and took part in clearing the latter and the attack on the railway buildings.

'It was apparent to our Machine Gun Squadron that the most effective enemy fire was coming from machine guns and automatic rifles firing south along the railway towards Jisr Mejamie.

'Six guns on the left were detailed to keep down the enemy's fire on their immediate and left fronts, and the six guns on the right to search the road, railway line, and railway station. When the 11th A.L.H. Regiment reached the latter, our machine gun-fire was concentrated on two enemy machine guns and one automatic rifle on the railway line and they were soon put out of action. The machine guns were then advanced, one detachment covering the advance of the other, and eight guns took up a position on the west of the village and covering Lake Tiberias and the beach front. The other four machine guns were then galloped through the village to the support of "B" Squadron of the 11th Regiment, who were engaged with an enemy field gun and machine guns about 500 yards to the east of the engine shed. These were then silenced. When dawn appeared, about 0450, the enemy had taken up a stand

in the village and the station buildings. He was fighting in a most determined manner with automatic rifles and bombs, besides rifles, and here most of our casualties occurred. The fighting ceased at 0530, when all the garrison of the railway buildings had been killed.

‘When the enemy’s fire first started, it passed over the heads of the advancing troops, and fell amongst the remainder of the Brigade, which then moved eastwards to a point of cover just south of Hill 377.

‘Several of our casualties, including one officer, were caused through the treacherous use of the white flag. In one case a man walked up to, and was shot within, two yards of the white flag by an enemy standing just behind the man who held the flag.

‘Of the two motor-boats at Semakh, one escaped and the other was fired on by a Hotchkiss rifle and burst into flames and eventually sank. A Turkish officer swam ashore from the burning boat and was captured.

‘The bearer division of the Cavalry Field Ambulance with camel cacolets had followed the Brigade from Jisr Mejamie. The Ambulance wagons and all other wheels, except machine gun limbers, were left behind until daylight and then moved to Semakh.

‘The enemy had about 100 killed; in addition the captures included :—

Germans	...	...	7 Officers, 143 O.R.
Turks	...	...	16 Officers, 198 O.R.
			Total 364

One field gun and 200 rounds.

Seven machine guns and three automatic rifles.

Our casualties were :

Killed	...	...	3 Officers, 14 O.R.
Wounded	...	...	7 Officers, 54 O.R.
			Total 78

‘Our casualties mostly occurred in the fighting on foot in the village and at the station buildings, where we were at a disadvantage owing to the lack of bombs.

‘It is considered that, if the attack had been delivered in daylight, the casualties would have been much heavier. As it was, most of the fire went over the heads of the attacking troops. This may have been partly due to the fact that the plain was covered with a dense growth of thistles three feet high, but the darkness was the predominant factor.

‘The element of surprise which was hoped for was absent, as the enemy anticipated our attack and was fully prepared for it.

‘The prisoners gave information that Liman von Sanders had been there two days previously and had ordered them to defend the place to the last and had threatened to shoot anyone who bolted. This, in addition to a very liberal supply of *arak* (native spirit) accounted for the stiff fight put up by the enemy.’

The casualties incurred in this action, when compared with every other action fought in the pursuit, were very heavy; and this fact cannot be ignored. But it must be remembered that, in this pursuit, the policy was to run big risks in order to obtain quick decisions. The 4th A.L.H. Brigade had the misfortune to run up against very determined opposition.

Seldom, if ever, has a cavalry formation had the courage to make a mounted attack, over unseen country, in the dark; the attack, successful though costly, was skilfully handed and showed a most brilliant spirit.

Australian and New Zealand Mounted Division.

Once the VIIth and VIIIth Armies ceased to exist, all eyes turned eastwards over Jordan towards Turkish IVth Army; its left had been on the Dead Sea and its right in touch with Turkish VIIth Army, and it was faced by Chaytor's Force (*see* Map C and Plates XIII and XV; CAVALRY JOURNAL of October 1922).

Major-General Sir E. W. C. Chaytor, K.C.M.G., the Commander of Anzac Mounted Division, had been specially detailed for this operation to command a mixed force, designated Chaytor's Force and constituted as follows: Anzac Mounted Division; 20th Indian Infantry Brigade (I.S. Infantry); Composite Infantry Brigade (two Battalions Royal Fusiliers (Judeans) and two Battalions B.W.I. Regiment); and a group of Artillery. The force amounted to 4,000 sabres, 6,500 bayonets and 42 guns. The original *rôle* of Chaytor's Force, at the opening of the attack on September 19, was to form a defensive flank to guard the crossings over Jordan east of Jericho and to be prepared, on receipt of orders, to co-operate in the general advance and seize the crossing at Jisr ed Damie.

It will be seen that Anzac Mounted Division had been withdrawn from Descorps and was not employed with the other three Cavalry Divisions in the pursuit up the Maritime Plain; its *rôle* at first was primarily defensive, although it would undoubtedly have its share of forward movement if the Turks retired all along the line.

Many in Anzac Division felt disappointed that the *rôle* chosen for them should have been primarily a defensive one, while the other Cavalry divisions were massed for the main effort; any pursuit which they could hope for would be difficult, tedious and slow because of the mountains east of Jordan, and gave little promise of dashing exploits. Many must have wondered why the C.-in-C. selected their division for this task. As the three Mounted Divisions detailed for the main pursuit were armed with the *arme-blanche*, whereas Anzac Division had elected to remain mounted riflemen, it was thought by some that the C.-in-C. must consider the armament of a mounted rifleman inferior to that of a Cavalryman for a great pursuit. This may have been the C.-in-C.'s reason, but, as far as the writer knows, he has never said so. Even if this was one reason, there may well have been another.

Anzac Division had fought through the campaign since its beginning in April 1916. In the Sinai Peninsula, throughout 1917, and during the first half of 1918, this Division had always been where things were hardest and conditions of life most difficult and rough. Certainly no other Mounted Division could hope to excel the Anzac Mounted Division in the extremely difficult work which lay ahead over Jordan in the rough mountains of Moab, and it may well have been for this reason that the C.-in-C. detailed Anzac Mounted Division to the eastern flank.

The retreat of Turkish IVth Army.

(Map B, CAVALRY JOURNAL, April, 1922, and Map C, CAVALRY JOURNAL, October, 1922.)

The situation in the Jordan Valley on September 19 was as follows :—

Chaytor's force held the bridgeheads covering the crossings over Jordan from the Dead Sea northwards to the junction of the Wadi Mellaha with the Jordan; the line there ran along the Mellaha to the strong hill of El Musallabeh; then turning slightly south into the mountains to join up with the right of XXth Corps.

IVth Turkish Army was entrenched across the valley north of El Musallabeh; thence *viâ* Um Es Shert ford to the foothills at El Haud; thence the main entrenchments followed the foothills southwards covering the main road to Es Salt and the various mountain tracks to the south of it.

During *September 19 and 20*, Chaytor's Force confined itself to vigorous patrolling to ensure that the enemy made no move back without their knowledge. This difficult work was very well carried out.

On the morning of *September 21* it was found that the enemy resistance was weakening in front of El Musallabeh; the N.Z.M.R. Brigade supported by the 1st Battalion B.W.I.

Regiment moved forward and sent patrols up the roads leading from the Judæan Mountains down into the Jordan Valley. The Turks, however, still clung to their trenches covering Um Es Shert ford, and there was no sign of any withdrawal from the main position north and south of Shunet Nimrin.

Throughout *September 22* Chaytor's Force continued to press the enemy. In the early morning Um es Shert ford was captured and later the N.Z.M.R. Brigade captured El Makhruk and so closed the last practical line of retreat of Turkish VIIth Army; the Commander of the 53rd Turkish Division and 500 prisoners were captured here.

By evening the important crossing at Jisr ed Damie was seized by the New Zealanders, though the enemy still held on to the ford at Mafid Jozele. On the east side of Jordan the Turkish outposts were driven in, and by evening the 2nd A.L.H. Brigade was facing the main Turkish position in the foothills at Shunet Nimrin.

Early in the night it became clear that a general retirement of the Turkish IVth Army had begun, and orders were issued for the force to follow them vigorously; the New Zealanders by the Jisr ed Damie ford supported by the British West Indians; the 2nd A.L.H. Brigade by the main Shunet Nimrin-Es Salt road with the 20th Indian Infantry Brigade in support.

September 23.

Anzac Mounted Division spent the day toiling up the Moab Mountains in rear of the Turks. The New Zealanders found a Turkish rearguard in position in the mountains astride the Jisr ed Damie-Es Salt track with machine guns and barbed wire. This position was outflanked and rushed by the Canterbury Mounted Rifles; and at 1900 hours they took Es Salt with 312 prisoners and 3 guns.

Orders were received from G.H.Q. to cut the retreat of the enemy northwards from Amman, and to join hands with Feisal's Arabs.

The whole of *September 24* was occupied in concentrating the force on top of the hills. Reconnaissances were pushed forward to Amman, and met opposition. That night a party of Auckland Mounted Rifles cut the railway line near Kalaat el Zerka.

September 25.

At 0600 hours the mounted troops marched on Amman; 2nd A.L.H. Brigade from Ain el Sir; N.Z.M.R. Brigade, followed by 1st A.L.H. Brigade, moving just north of the Es Salt-Amman road. If Amman was lightly held the Mounted Troops were to push in; if strongly held they were to await the arrival of the Infantry.

The enemy were found in position holding the ridges west of the town in a series of localities defended with machine guns; their guns in rear opened as the troops advanced. The mounted troops pressed forward, galloping round the flanks of the defended localities, and the garrisons surrendered easily. The citadel and town and railway station were captured in quick succession; all resistance ceased at 1430 hours; 2,500 prisoners, 13 guns and 40 machine guns had been captured.

The capture of Amman and the retreat of the greater part of IVth Turkish Army northwards from Amman towards Deraa completely cut off the retreat of the Turkish IInd Corps which had been stationed at Maan, 120 miles south of Amman on the Hedjaz railway, and which was known to be retiring northwards on Amman.

September 26 and 27.

The 2nd A.L.H. Brigade, reconnoitring southwards, located the advancing Turkish IInd Corps near Ziza station.

1st A.L.H. Brigade pushed northwards and in co-operation with an aeroplane had a successful action. The aeroplane located the enemy in the Wady el Hammam, and dropped a

message on the Light Horse. The aeroplane then returned over the Wady and drove the enemy back into it with machine gun fire. The Light Horse made a frontal attack with one squadron; another, sweeping round the enemy's right, charged it. The enemy broke and surrendered, 453 prisoners and three machine guns being taken.

Water reconnaissances were then pushed on to Mafrak station, but none was found.

September 28.

The Turkish IIInd Corps was now concentrated near Kastal; it numbered about 6,000, and had three trains on the railway line. It was being watched from the north by 2nd A.L.H. Brigade, and the Arab forces were all round it. The entire water supply to the North was in British hands and escape was impossible. A message was, therefore, dropped on the Corps Headquarters which ran as follows :

‘To the Commander,

‘Turkish Force, Kastal.

‘Surrender your force at Kastal. We hold all water you can reach. You cannot march northward now. If you surrender put a large white flag on the station buildings. If you do not surrender you will be bombed by our aeroplanes.’

September 29.

No answer was returned and preparations were made to bomb this force; but at 1145 hours the Commander opened negotiations with the 5th A.L.H. Regiment, which was picqueting the force on the north. He said he was willing to surrender, but if he put up a white flag as requested the Arabs, who were all round him, would rush him at once. To prevent this the 2nd A.L.H. Brigade went forward to accept the Turkish surrender. The Brigade had much trouble with the Arabs, who numbered several thousands; in particular they made two attempts to rush the Turkish hospital. The

Light Horse were finally forced to turn a Hotchkiss gun on to them, and drove them off. Eventually the Arabs dispersed and disappeared and the Turkish surrender was taken (*see* Photo No. 19).

This ended the operations of the Anzac Mounted Division; it was unable to do more. A large proportion of Turkish IVth Army had escaped northwards to Deraa, but they had been harried in retreat and were in an exhausted condition. Anzac Mounted Division could not pursue any farther for two reasons. Firstly, reconnaissances had disclosed no water between Amman and Deraa; to follow the Turks into that area would merely be to share with them the agony of thirst and its consequences, and quite possible disaster. Secondly, almost immediately Turkish IInd Corps was taken, malaria broke out and nearly 6,000 (out of 11,000) of Chaytor's Force went down within a month.

Anzac Mounted Division can be well satisfied with its share in the victory; it was in pursuit of one-third of the entire Turkish forces; its work lay in the roughest country in all Palestine; and it captured 10,322 prisoners, 57 guns and 147 machine guns.

The pursuit to Damascus (see Map C).

The total defeat of the VIIth and VIIIth Turkish armies, and the retreat of the IVth Turkish army had removed any serious obstacle to an advance on Damascus. 55,000 Turks had been captured, but 45,000 Turks and Germans still remained, either in Damascus or retreating on it; of these latter, the remnants of IVth Army, retreating through Deraa, formed the largest part. It is true that these units were in a state of disorganisation, but, given time, they could have pulled themselves together and could have formed a force capable of delaying any further advance.

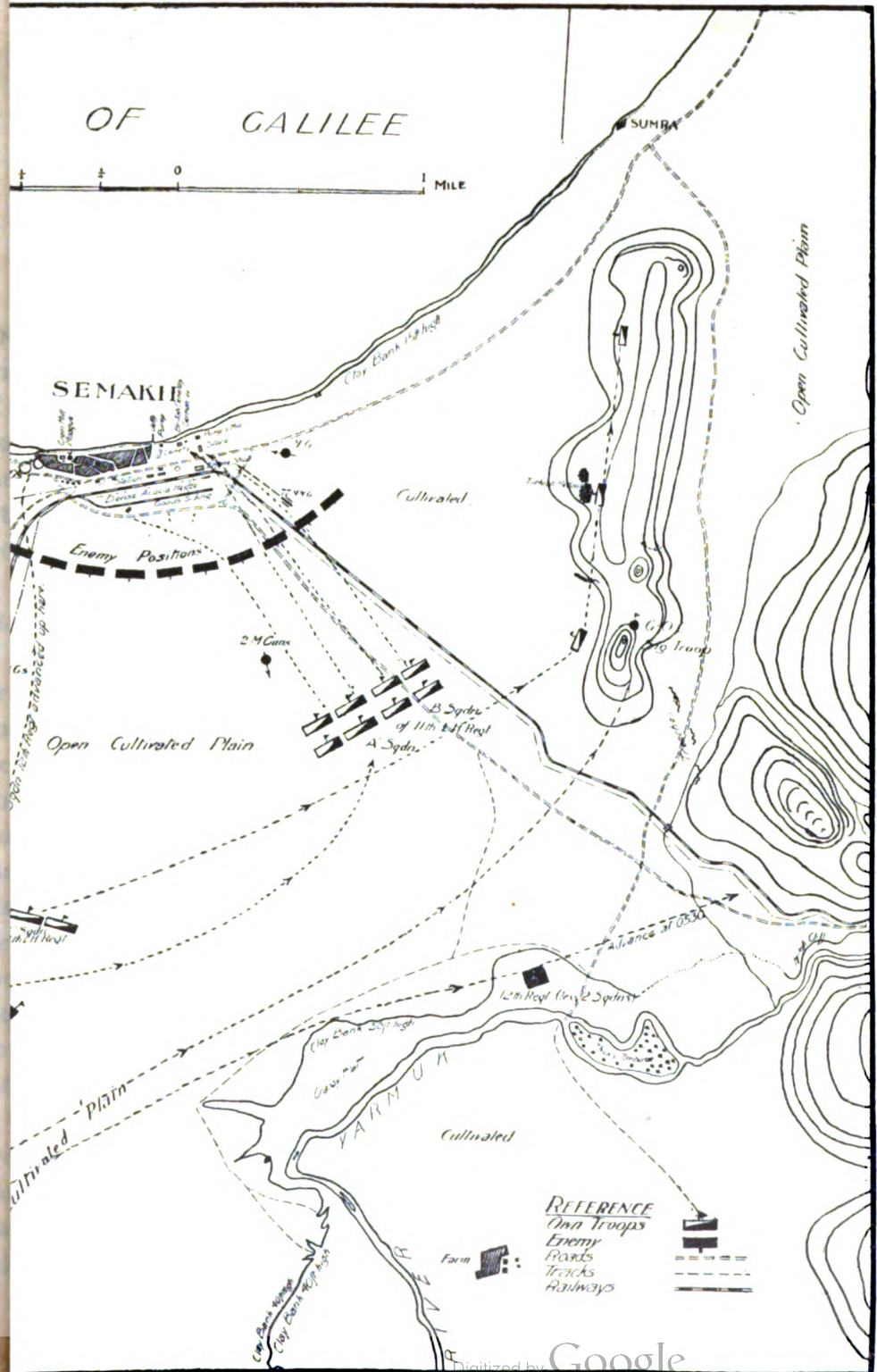
The C.-in-C. therefore, *on September 25*, ordered the Desert Mounted Corps to pursue to Damascus, to occupy the city,

and to intercept the retreat of the remnants of IVth Turkish Army.

Descorps was to advance on Damascus in two columns; *Ausdiv.* and *Fivecav.* from Nazareth, *viâ* Tiberias, Jisr Benat, Yakub Bridge, Kuneitra and Sasa; *Fourcav.* from Beisan *viâ* Jisr Mejamie, Irbid, Deraa and thence north (a distance of 120 miles), in co-operation with Feisal's Arabs, who were already operating against Deraa from the eastward.

(To be continued.)





THE HOTCHKISS GUN

By MAJOR H. CHARRINGTON, M.C., *12th Royal Lancers*

AN article in the last issue of this JOURNAL contains some severe criticisms of the present armament of Cavalry, particularly of the Hotchkiss gun. Many of these criticisms are of a reactionary nature, and it is somewhat surprising to find them under the title of 'Progress.' The object of the present article is to point out that the majority of these criticisms are not supported by the experience of the last war.

The suggestion that, as regards weapons, Cavalry should return to the standard of 1914, seems hardly in the nature of progress and cannot be justified. In the last war the need for an automatic weapon with the troop, in addition to the machine guns with the squadron or regiment, was felt from the outset. It was the old problem of combining fire and movement: the fewer men that had to be dismounted to provide covering fire, the more were available for manoeuvre. The automatic rifle proved of the greatest assistance in solving this difficulty. It is hard to think of a single instance in open warfare, even where successful charges were brought off, where the inclusion of an automatic weapon in each troop would not have been of advantage, whether for covering fire or for the rapid consolidation of a position. For trench warfare an automatic weapon was a necessity.

Our present automatic weapon, the Hotchkiss gun, has several obvious defects, and will doubtless be replaced in the near future by some improved form. Meanwhile it is the weapon with which we should have to go to war to-morrow. It is not necessary to remind those with war experience of

what the Hotchkiss gun meant to Cavalry in the last war, but, for the sake of any young officers and non-commissioned officers whose faith in their weapon may have been shaken by the trenchant criticisms of the author of 'Progress,' the present writer wishes to emphasise the fact that the majority of his criticisms are totally unjustified by experience.

Firstly, as regards the actual weapon. The defects of the Hotchkiss are that it is inaccurate at long range, and difficult to traverse; it is not mechanically perfect, and requires at least two men to work it; but it is a good serviceable weapon, and with ordinary decent handling has surprisingly few break-downs. Its effective fire power varies, reaching a maximum of 25-30 rifles when fired in enfilade at good targets, and a minimum of 6-12 rifles when fired frontally at small scattered ones.

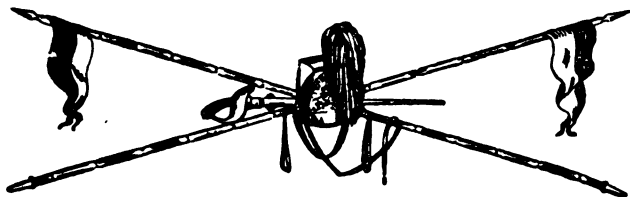
Secondly. The Hotchkiss gun does help Cavalry to get forward. It helps the smaller bodies, such as the troop, just as the machine guns and horse artillery help the squadron and regiment forward, and, far from 'freezing mental and moral activity,' is one of a troop leader's greatest assets. It obviates the necessity of his calling for machine gun or artillery support against only slight opposition, for it enables him to produce an efficient covering fire by dismounting only one or two men and to retain the mobility of the remainder of his troop till the last possible moment. The rate of advance is thus increased and not decreased by the addition of an automatic weapon.

Thirdly. If properly employed it does not reduce Cavalry to an escort of packs. Where all the Hotchkiss guns of a squadron are kept in one troop, or where each troop is allotted a cumbersome and unduly large Hotchkiss gun section of 5-7 men, all of whom drop out whenever the gun comes into action, this criticism is justified; but the principles for the employment of any automatic weapon with Cavalry should be, firstly, to keep it always with its troop, and, secondly,

to employ an absolute minimum number of men with it, and leave the remainder of the troop free to act as sabres or rifles. With the present Hotchkiss gun two men with one horseholder (who is also the packman), all three of whom should always ride in the rear rank, are ample to provide all the fire required for ordinary open warfare, and the day may come when we are armed with an automatic weapon which can be worked efficiently by one man, while one other holds his horse.

Finally. The Hotchkiss gun is *not* a specialist's weapon. This fact is strongly emphasised in the new Cavalry Training, Volume I, S. 11, and was fully realised in France before the end of the last war. Then, nearly every man in the squadron had a good working knowledge of the gun. They had seen its value both in attack and defence, particularly in the fighting on the 5th Army front in the spring of 1918. There was no difficulty in training them, they were only too anxious to know how to handle it when required.

The possession of the Hotchkiss gun, or whatever automatic weapon may eventually replace it, must not be allowed to result in a deterioration of the efficiency of the man with his rifle or sword or lance, but it must be just as much the weapon of every man in the squadron as these are, and the term 'specialist' with reference to it must disappear for ever.



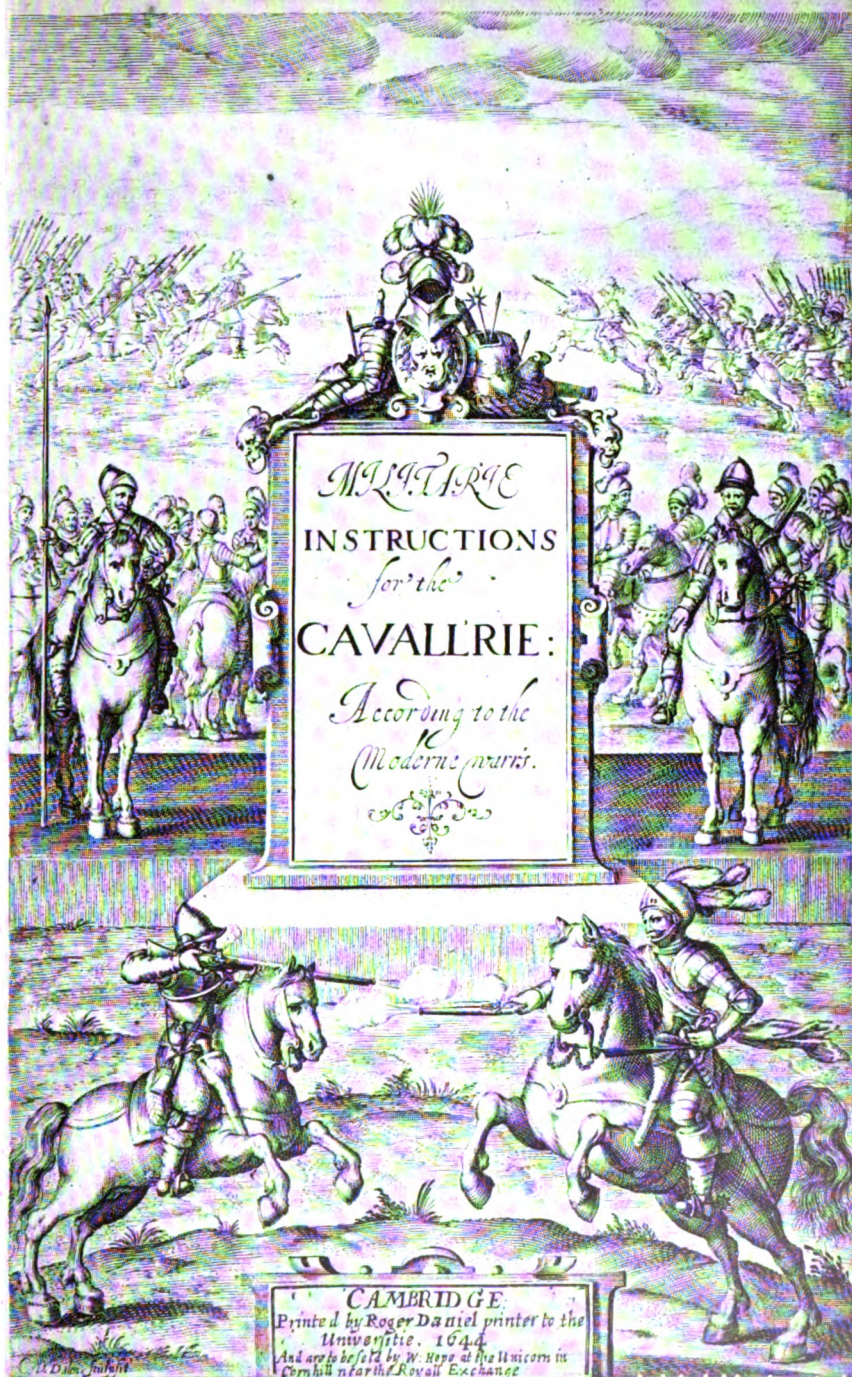
***“ MILITARIE INSTRUCTIONS FOR THE
CAVALLRIE ”***

Compiled by **LIEUT.-COLONEL F. H. D. C. WHITMORE,**
C.M.G., D.S.O., T.D.

THE following extracts are taken from a book entitled ‘ Military Instructions for the Cavallrie : or Rules and Directions for the Service of Horse, Collected out of divers forrein Authours, Ancient and Modern : and Rectified and Supplied, according to the present practise of the Low-Countrey Warres.’


This very interesting volume, which measures 12 in. by 7 in., was printed by Roger Daniel at Cambridge in the year 1644. It has been very kindly lent by His Grace the Duke of Buccleuch and appears to be almost unique in so far as it is illustrated. A similar book, but which contains no illustrations, is at present in the museum of the Royal United Service Institution, having been published in the year 1632. This was presented to the institution by Colonel Henry Shadforth.

The first ten pages of this edition take the form of an introduction and preface, commencing with a letter from the author, Captain John Cruso, to the Right Honourable Thomas Earl of Arundell and Surrey, Earl Marshall of England, Lord Lieutenant of His Majestie’s forces in Norfolk. He writes as follows :



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1111111111

Right Honourable ;

AVING lately finished this discourse of Cavallry, intending it onely for my private use and information, it had the fortune to light into the hands of two noble and judicious perusers. The one (during the short discontinuance from his regiment, while it lay in winter garrison) hath been courteously pleased to go through it, correcting what here and there was amisse, supplying some things defective, and manifesting his approbation of it with an *Imprimatur*. The other (among other things) hath chiefly vouchsafed his assistance and directions for the managing of the horse, and handling of arms ; as being a thing principally necessary, and that wherein authours have hitherto been defective. These considerations, together with the commanding request (among others) of some of your Honours Deputy-Lieutenants (not any arrogancie or ambition of mine) have prevailed with me (in hope of publick good) to expose these weak essaies to the publick view of the world. Now since the patronizing of a work of Marshall discipline, seemeth most properly to belong to the Earl Marshall; and that charge wherewith I stand entrusted within your Lordships Lieutenancy, obligeth me in duty to consecrate the best of my endeavours to your Honours service : May it please your Honour (of your innate clemency, and favour to Arts) to vouchsafe your

honourable patronage and protection on these poore labours of his, who shall ever (in all humility) remain,

Your Honours

dutifully devoted servant,

J. C.

The writer then addresses a letter to the Reader, commencing :



*O*F making many books there is no end, said the wise King many ages past ; yet for some Arts and faculties, I suppose (even in this printing age of ours) we may complain of scarcitie. For among so many Authors ancient and modern, which have written of the Art Military, is it not strange that hardly any have fully handled that which concerneth the Cavallry ? Among the ancients, Ælian hath somewhat touched upon the manner of ordering the horse among the Grecians, and Vegetius (where he speaketh of the Romane Cavallrie) lightly passeth it over, and concludeth in these words *De equitatu sunt multa præcepta : sed cum hæc pars militiæ usu exercitii, armorum genere, & equorum nobilitate profecerit, ex libris nihil arbitror colligendum, cum præsens doctrina sufficiat.*

He goes on to say that the reason why the ancient writers bestowed their chief labours about the Infantry in preference to the Horse, was either because in the case of both ‘Grecians’ and ‘Romanes’ the ‘foot were of greatest esteem as that wherein their chief strength consisted’ or else ‘because the service of horse was not grown to that perfection in those times, which it since attained.’

Proceeding, he writes :

For what great effect could be expected of horse using no bridle, and having neither saddle nor stirrups : bearing only a weak slender pole which the very motions of the horse would shake in pieces and a little round target (as the Romanes manner was at first) or else a staffe or kind of lance (which they afterwards used in imitation of the Grecians) with three or foure darts ? and having no surer stay to counterpoise their forced motion, what certainty or violence could they use, either in charging or

casting their weapons? and whereas they usually had of the light armed, foot intermingled among them, how could they be so serried together for the shock as to do any great effect in making impressions upon their enemies? which surely was the cause they were often commanded to alight, and (forsaking their horses) to fight on foot.

He then points out that modern authors had not the same reasons for ignoring the Cavalry, and that George Basta, Count of the holy Empire, and Luys Melzo, Knight of Malta, wrote 'books of Cavallry' and that these works did afford good directions, but 'that they had so written, as if none should read them but such as were already skilfull in the Art Military.'

He gives the above reasons for compiling what he calls his Essays, writing as follows :

I have adventured (though altogether unfit for such a task) to employ some idle houres in the diligent reading, and conferring of the said Authors together with such other books and informations as I could obtain out of the Low-countrys and other places, for my better satisfaction herein : endeavouring to extract the marrow and quintessence of their prolixer discourses, and to digest them into such a method, as I conceived might afford brevity and perspicuity : wherein I have observed to go upon good grounds, affirming nothing of mine own authority. It is true, I have sometimes made bold to dissent from others, but adding my reason, and leaving the judicious Reader to his liberty. For the style, I conceived the bluntest and plainest to be most proper for the subject. If my annotations be displeasing to any, they may use them like Countrey stiles, and step over them. To others they may serve to shew the truth of that assertion, That a meer practicall knowledge cannot make a perfect souldier : for had we not been beholding to books, the Military Art (in all likelihood) had been utterly obscured from our knowledge. For what is there in these modern warres, which is not borrowed from antiquity? wherein we follow them step by step (mutatis mutandis, the later inventions of fire-weapons, and the use and dependancy thereof onely excepted) not onely in the manner, but even retaining their very words of command, as in this Treatise is partly shewed, and would be more manifestly apparent if the subject were Infanterie; which no way disparageth the modern practise, but rather (for the antiquity of it) gives it the more respect and estimation.

Now, lest the Tyro or untutored horseman should be deterred, and should judge his task to be over-great; I have set down a table of the Chapters, that so he may apply himself, onely to those things (at first) which are principally necessary for him to know and practise.

The defects of our trained bands of horse, will argue the work neither unnecessary nor unseasonable, had it but had the hap to light into the hands of a better workman. But as I have seen when an excellent Musician could not be intreated to handle an instrument, some bungler hath fallen upon it; which caused the Musician (out of impatience and indignation) to undertake it; so, if these Essaies may be a means to incite some one or other, better able, to put pen to paper, I shall think my pains abundantly rewarded. In the mean time I desire they may be received with the right hand, as they are offered; and conclude in the words of the Poet,

— Si quid novisti rectius istis,
Candidus imperti; si non, his utere mecum.

A Table of Chapters is then given, showing that the volume is divided into four parts :

Part I. Of levying men.

Part II. Of Marching.

Part III. Of Encamping.

Part IIII. Of Embattelling.

An Appendix shows that this is the second edition of his work, and that alterations in the establishment had been made since the first edition was published.

The Appendix is too interesting to omit, and so is reproduced as written :

CURTEOUS Reader, this second Edition of my book of *Cavallrie* coming forth without my knowledge, I was disappointed of my purpose of inserting some alterations and additions in their due places: notwithstanding (to satisfie the commanding requests of some Friends) I shall give a touch of some sudden observations, which you may please to referre to their severall Chapters.

Part 1. Chap. 2. Experience having taught later times that the allowing of Bidets (or Nagges) to the Horsemen, caused a great expense of forrage, and a needlesse consumption of victuall, and great disorders by reason of their boyes; they are not now allowed any naggs, neither in the Armie of the States of the united Provinces, nor in divers other places.

And touching the Captains libertie to choose their own Officers, that is also altered: for the Generall now gives Commissions to the Lieutenant and Cornet as well as to the Captain; yet (in way of favour) the Generall doth oftentimes admit of such Officers as are nominated and presented to him by the Captain.

Chap. 17. We being now fallen into times of Action, and the

knowledge of the pay allowed to every Officer and Souldier being so generally necessary, I have thought fit to communicate an Establishment, being that which is at present used : And though I intended onely to speak of so much as concerneth the Horse; yet being of great concernment for the Foot and Train of Artillerie, I shall make bold to digresse a little, and give you a brief summarie list of all, as followeth.

Officers generall of the Field.

	lib.	sol.	den.
<i>Lord Generall</i>	10.	<i>per diem.</i>	
<i>Serjeant Major Generall</i>	2		
<i>President of the Councel of Warre</i>		15	
<i>Quartermaster Generall</i>	1		
<i>Provost Marshall Generall</i>		6	8
20. horses allowed him (each 2 ^s 6 ^d)	2	10	
<i>Waggonmaster Generall</i>		10	
two horses allowed him (each 2 ^s 6 ^d)		5	

Officers Generall of the Train.

<i>Treasurer</i>	2		
<i>Mustermaster Generall</i>		15	
three deputies each		5	
<i>Advocate of the Armie</i>	1		
Two Chaplains (each 8 ^s)		16	
One Physician for the L. Generalls person		6	8
One for the Armie		6	8
One Apothecarie		10	
One Chirurgion		4	
two mates each		2	6
<i>Captain of the Guard</i>	1		
30. men, each		1	6
<i>Commissarie Generall for provision of victuall for the foot</i>		16	
<i>Foure men with horses, each</i>		2	6

The pay of a Regiment of Foot.

<i>Colonell (as Colonell)</i>	1	10
<i>Lieut. Colonell (as Lieut. Colonell)</i>		15
<i>Sergeant Major (as Major)</i>		9
<i>Quartermaster</i>		5
<i>Provost Marshall</i>		5
<i>Carriagemaster</i>		

	lib.	sol.	den.
<i>Preacher</i>		8	
<i>Chirurgion</i>		4	
<i>two mates (2^s 6^d each)</i>		5	
<i>Captain</i>		15	
<i>Lieutenant</i>		4	
<i>Ensigne</i>		3	
<i>Three Serjeants, each</i>		1	6
<i>One Drum Major</i>		1	
<i>Two Drums, each</i>		1	
<i>Three Corporalls, each</i>		1	
<i>Souldiers, each</i>			8

The pay of Horse-Officers of the Field.

<i>Generall</i>	5		
<i>Lieutenant General</i>	2		
<i>Serjeant Major Generall</i>	1	10	
<i>Quartermaster Generall</i>		10	
<i>Two horses, Carbines (each 2^s 6^d)</i>		5	
<i>Commissarie of the provision</i>		16	
<i>Foure horses and men (each 2^s 6^d)</i>		10	
<i>Provost Marshall</i>		5	
<i>Eight horses, Carbines (each 2^s 6^d)</i>	1		
<i>Mustermaster Generall</i>		15	
<i>two Deputies, each</i>		5	
<i>Preacher</i>		8	
<i>Chirurgion</i>		4	
<i>two mates (each 2^s 6^d)</i>		5	

A Regiment of Cuirassiers.

<i>Colonell (as Colonell)</i>	1	10	
<i>Serjeant Major (as Major)</i>		12	
<i>Captain</i>	1	4	
<i>six horses (each 3^s 6^d)</i>	1	1	
<i>Captain-Lieutenant (besides 4 horses)</i>		14	
<i>Lieutenant</i>		8	
<i>foure horses (each 3^s 6^d)</i>		14	
<i>Cornet (the Generalls 7^s,) the rest</i>		6	
<i>three horses (each 3^s 6^d)</i>		10	6
<i>Quartermaster</i>		4	
<i>two horses (each 3^s 6^d)</i>		7	
<i>Three Corporalls, each</i>		3	
<i>two horses apiece (each 3^s 6^d)</i>	1	1	
<i>Two trumpeters, each</i>		3	

	lib.	sol.	den.
<i>A Farrier</i>	3	6	
<i>A Sadler</i>	3	6	
<i>Carriagemaster</i>	3	6	
<i>Preacher</i>	8		
<i>Chirurgion</i>	4		
<i>Two mates, each</i>	2	6	
<i>Preachers man</i>	2	6	
<i>Provost</i>	5		
<i>Souldiers Cuirassiers, each</i>	3	6	

Harquebusiers.

<i>Captain</i>	I	4	
<i>6 Horses, each</i>		2	6
<i>Lieutenant</i>		8	
<i>4 horses, each</i>		2	6
<i>Cornet</i>		6	
<i>3 horses, each</i>		2	6
<i>Quartermaster</i>		4	
<i>2 horses, each</i>		2	6
<i>3 Corporalls, each</i>		3	
<i>2 Trumpeters, each</i>		3	
<i>A Sadler</i>		2	6
<i>A Farrier</i>		2	6
<i>Souldiers Harquebusiers, each</i>		2	6

Dragons.

<i>Colonell</i>	I	10	
<i>Serjeant Major</i>		9	
<i>Quartermaster</i>		5	
<i>Preacher</i>		4	
<i>Provost Marshall</i>		5	
<i>Chirurgion</i>		4	
<i>2 Mates, each</i>		2	6
<i>Captain</i>		15	
<i>5 horses, each</i>		I	
<i>Lieutenant</i>		4	
<i>3 horses, each</i>		I	
<i>Cornet</i>		3	
<i>2 horses, each</i>		I	
<i>2 Serjeants, each</i>		I	6
<i>a horse, each</i>		I	
<i>3 Corporalls, each</i>		I	
<i>3 horses (for each, one) each</i>		I	

	lib.	sol.	den.
2 Drums, each		I	
their horses, each		I	
A Farrier		I	
his horse		I	
Souldiers Dragoneers, each		I	6

Advance money to the Officers.

To the Provost Marshall for irons	7 pounds
Minister and provision for necessities	20 pounds
Chiurgeons chest	15 pounds
Minister and Chirurgeon for their Waggon	40 pounds
To the Captain	140 pounds
Lieutenant	60 pounds
Cornet	50 pounds
Quartermaster	30 pounds
Three Corporalls, each	19 pounds
2 Trumpeters, 1 Farrier, 1 Sadler, each	8 pounds
Every Waggon at 40 pounds, or 4 shillings 8 pence per diem for every Waggon.	
The Captains of Foot have 40 pounds each for a Waggon and 10 shillings a man to raise their Companies.	

Officers, Artificers, and Attendants of the Train of Artillery, consisting of 36 Pieces.

Generall of the Ordnance	4 pounds
Lieutenant Generall	1 po. 10 shil
Assistant	6 shill. pen.
2 Clerks, each	2 6
A Surveyor or Contrroller	10
2 Clerks, each	2 6
Chief Engineer	10
A Clerk	2 6
6 Engineers for ordering trenches, fortifications and approaches, each	6
6 Clerks, each	2
15 Guides or Conductors, each	2 6
A Paymaster	5
2 Clerks, each	2
2 Commissaries of Ordnance, Matrosses, and Ammunition, each	5
2 Clerks, each	2
20 Gentlemen of the Ordnance, each	4

	shill.	pen.
<i>A Commissary to distribute Victuall</i>	6	
<i>2 Clerks attending him, each</i>	2	
<i>A Purveyor generall for Munitions and all necessaries for the Ordnance</i>		
<i>2 Horsemen to assist him, each</i>	2	6
<i>A Waggon-master for the Artillery</i>	5	
<i>2 Assistants, each</i>	2	6
<i>20 Conductors attending him, each</i>	2	
<i>A principall Conductor for the Artillery for draught horses and Ammunition</i>	4	
<i>A Commissary for the train of Artillery for the draught horses</i>	4	
<i>Quartermaster for the train of Artillery</i>	6	
<i>Master of the Miners</i>	4	
<i>25 other Miners, each</i>	1	
<i>3 Captains to 600 Pioneers, each</i>	5	
<i>3 Lieutenants, each</i>	3	
<i>3 Overseers of the Pioneers work, each</i>	2	
<i>2 Petardeers or fireworkers, each</i>	4	
<i>to each of them 4 attendants, each</i>	2	6
<i>One Master Gunner</i>	6	8
<i>3 Master Gunners mates, each</i>	2	6
<i>20 Gunners, each</i>	2	
<i>30 Gunners, each</i>	1	6
<i>200 Labourers, each</i>	1	
<i>A Provostmarshall of the Artillery</i>	3	
<i>3 under Taylours, each</i>	1	
<i>A Battery-master</i>	5	
<i>A Bridge-master, with 100 Matrosses to work about rivers</i>	6	
<i>An Assistant to him</i>	3	6
<i>Every Matrosse</i>	1	
<i>A Chaplain</i>	4	
<i>An Ensigne</i>	5	
<i>A Drumme</i>	1	6
<i>A Trumpe</i>	3	
<i>A Chirurgeon</i>	4	
<i>2 under barber Chirurgeons, each</i>	1	6
<i>Master Carpenter</i>	4	
<i>2 Mates, each</i>	2	
<i>24 Carpenters, each</i>	1	6
<i>A Master Blacksmith</i>	4	
<i>2 Mates, each</i>	2	

	shill.	pen.
6 <i>Servants under him, each</i>	1	6
<i>A Master Wheelwright</i>	3	
2 <i>Mates, each</i>	2	
8 <i>Servants under him, each</i>	1	6
<i>A Master Farrier</i>	3	
6 <i>Servants being workmen, each</i>	1	6
600 <i>Pioneers, each</i>	1	
3 <i>Tent-keepers, each</i>	1	
9 <i>Servants under them, each</i>	1	
<i>An Armourer</i>	3	
4 <i>Servants under him, each</i>	2	
<i>A Basketmaker for gabions, hurdles, baskets</i>	2	6
4 <i>Servants, each</i>	1	6
<i>A Collar-maker</i>	2	6
4 <i>Servants, each</i>	1	6
<i>A Ladle-maker</i>	2	6
2 <i>Servants, each</i>	1	6
<i>A Gunsmith</i>	3	6
2 <i>Servants, each</i>	2	0
<i>A Cooper</i>	2	6
4 <i>Servants, each</i>	1	6
<i>A Ropemaker</i>	2	6
2 <i>Servants, each</i>	1	6

Chap. 19. line 34. for 81. read 18. Chap. 28. line 30. for uneven, read even.

Chap. 29. The horseman (having spanned his pistol) is not to return his spanner to the side of his Case (where some would have it) for there it is neither sure nor readily returned : but is to wear it in a string hanging on his left shoulder, by his right side. And for lading his Pistols (and so for the Carbine) I would (by no means) have him to use his flask, but the (farre readier) way of Cartouches, which his Holsters must alwayes be furnished with, besides those which he is to have in store.

Chap. 32. The custome now is to make the horse but three in file for fight, so consequently divers of the motions shewed in this Chapter will be uselesse.

PART III. Chap. 2. Concerning Encamping, the Reader may receive more satisfaction in my book of *Castrametation*, published Anno 1642.

Chap. 6. and 7. And for the Watches also, in my *Order of Military Watches*, then published.

PART IIII. Chap. 6. and 8. The manner of fighting used by the horse (in divers Armies) now a dayes, is not by wheeling off (as formerly) but by charging through. Every man having his drawn sword in his bridle-hand, fires his Carbine or Pistol: the Carbine at 12. or 15. foot distance, and the Pistol so near as hath been shewed before in *Part 1. Chap. 29.* the Carbine levelled at the knees of the enemies horse, because the powder naturally, and also the least motion of the horse, use to raise the muzzle of the piece. Having fired, he presently is to betake him to his sword (unlesse the enemy by wheeling off, gives him leasure and opportunity to use his second Pistoll) and so to charge him on the flank or rear, and to fight at his best advantage. To this end, the Officers must be very carefull to exercise their Troops frequently, especially in a regimentall way (as the sole means, under God, to make them victorious) observing to keep their Troops close serried; to leave fit distances between each Troop, Regiment, and Brigade; to relieve each other orderly; to retreat (upon occasion) in due order into their appointed intervalls, and to avoid confusion.

After this Appendix the following lines are inserted, written by Colonel Edmund Harvy, thus concluding a somewhat lengthy but very interesting introduction to the work.

¶ To his much honoured Friend,
Captain *John Cruso.*

I Know the Authours works and name,
Great Mars his scholar, is his fame:
*Whose valour, honour, industrie
Hath taught the use of Cavallry,
Accommodating these our times,
Surmounting th' limits of all lines,
Examples set for imitation,
Then love to fight by Regulation:
But have not such been ill requited,
Whom profit never yet invited?
But blame not such as steer at th' Helm*

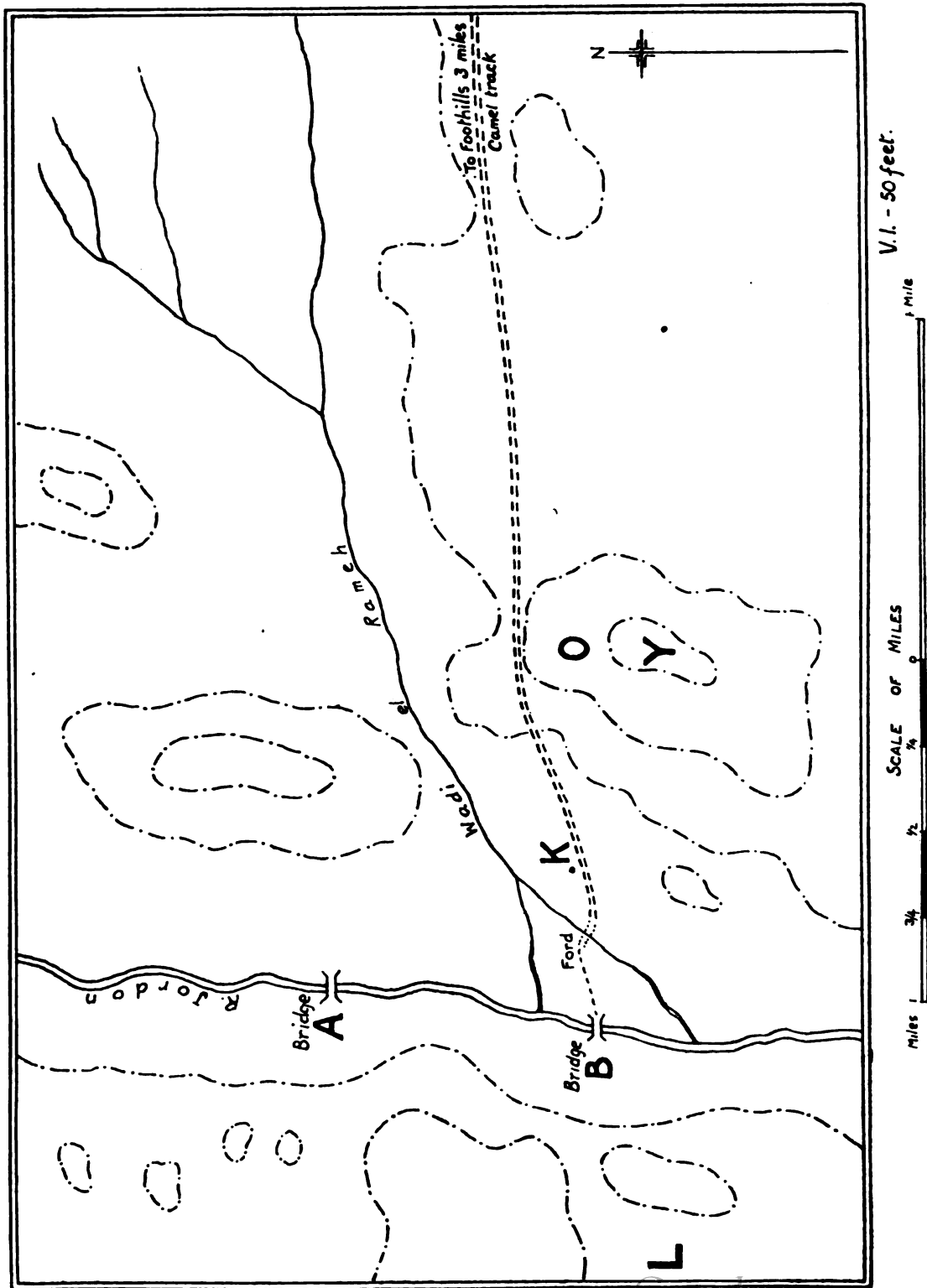
*Whose care is to preserve this Realm,
Settle Religion, Law, and Right,
Suppress by rebels force, and might.*

*If ignorance or malice have
The Authours worth laid in a grave,
Wisdomes grace in men of parts
Will raise it up with tongues and hearts.*

*Let none be troubled if not us'd,
When Conscience tells they ne'er abus'd;
God grant's no use of Marshall men,
Till we know how to use; not when
Good service done th' age being cold
Prepar'd are new, casheer'd are old.*

Your devoted Friend,

EDMUND HARVY, Colonel.



V.I. - 50 feet.

THE EDITOR OF 'THE CAVALRY JOURNAL' OFFERS A PRIZE
OF A CAVALRY ALARM WATCH FOR THE BEST SOLUTION
OF THE FOLLOWING PROBLEM, No. XIV.

(Open to Warrant and Non-Commissioned Officers.)

SOLUTIONS to be sent so as to reach the CAVALRY JOURNAL Office not later than June 1.

General Situation.

The British forces are holding an outpost line west of the River Jordan. There are no British east of the river.

Turkish forces are known to be entrenched in the foothills of the Jebel Jelaad mountains, 5 miles east of the river, but their exact position and strength is unknown.

Their Cavalry patrols have been known to approach the river, but they never come within rifle range.

The Jordan is about 50 yards wide and unfordable, but can be crossed by bridges A and B, both of which are swing bridges, guarded by permanent British posts.

The Wadi el Rameh is about 6 feet deep, but fordable in places.

The country generally is very broken; hard surface, dotted with low scrub.

A and B Squadrons of your Regiment are ordered to cross the Jordan at Bridges A and B respectively and reconnoitre the area east of the river to discover whether the enemy has any outpost line between the foothills and the river (the frontage allotted to your squadron for reconnaissance extends from the Wadi el Rameh to another Wadi 8 miles to the south) and report

- (a) whether there are any Turks in the area;
- (b) if so, their outpost position and strength.

The dividing line between squadrons is the Wadi el Rameh.

Narrative.

'B' Squadron, to which you belong, is now bivouacked at L and is under orders to move at dawn (in 1 hour's time).

Your troop, with one Hotchkiss section attached, is detailed as advanced guard to the squadron.

Question 1. As Sergeant Jones commanding the above troop state what instructions you would give your troop before starting.

Question 2. Show by a rough diagram how your troop would move up to and including the passage of the River Jordan.

Narrative (continued).

You are approaching the ford. Your advanced scouts at K are fired at from the direction of O.

Question 3. What action do you take?

Narrative (continued).

The remainder of B Squadron joins you and, after a mounted attack covered by H.R. fire, drives the enemy off Hill Y, who retire in a N.E. direction. (Their strength appeared to be about 2 troops.)

Your squadron leader decides to pursue, but leaves you with your troop to keep open his line of retirement.

Question 4. State what dispositions you would make.

Narrative (continued).

Half an hour later an aeroplane drops a message informing you that about 2 squadrons of Turks can be seen moving north along the east bank of the Jordan, about 4 miles south of your position.

Question 5. What action, if any, would you take?

HINTS TO YOUNG POLO PLAYERS

By LIEUT.-COLONEL E. D. MILLER, D.S.O.

How to choose a Pony which has never played Polo.

If possible buy a pony whose dam was a good Polo Pony. It has been found by experience that polo bred ponies are, as a rule, easy to train, and so the risk of failure is minimised. The National Pony Society has done a great work in the breeding of polo ponies from mares who have played the game.

Some of the best ponies playing are clean thoroughbred; but, as a rule, they inherit the qualities of their parents, which, for generations, have been bred to gallop straight on from pillar to post as fast as possible. This breeding is apt to give them too long a stride, and stopping and turning is against their hereditary instincts, so that everything that is taught them is contrary to their natural inclinations. They have not, as a rule, the Polo temperament, which is, as a rule, shown most plainly by the absence of a good mouth when made to stop and turn.

The best breeding for a polo pony is by a placid thoroughbred, a polo bred stallion, or by a high class Arab, out of a well-bred polo pony, who was herself a first class player. Some polo-bred stallions are themselves clean thoroughbred and they are the best sires of all; such a one is Belsire (1907), now in the Argentine, bred by the late Sir John Barker, by Right Forward out of Black Bella, who was herself in the stud book and was one of the best ponies of her day. Several of the good Argentine ponies playing now in England are by Belsire.

Remember that mares train more easily than geldings,

which are very often tricky. I should think that there are more than four times as many first class mares playing as geldings.

Choose a pony of moderate size. 14·8 at the withers and 14·1 at the lowest part of the back is quite big enough. Ponies over 15 hands in shoes seldom turn out well. I have only known two absolutely first class animals 15·2 in height, viz., Jacob and Beatrice; the former ridden for many years by Mr. Milburn and the latter ridden in the 1921 International matches by Colonel Tomkinson and now also the property of Mr. Milburn. There may be some, but I do not know any, 15·1 ponies in England now that I would say are in the first class.

The ideal height for ponies is 14·2 to 14·8 and the only reason that the height limit was done away with was because of the shortness of the supply of ponies of this size.

Choose a pony—not a small horse—*i.e.*, a pony of real pony conformation and character; not an animal with a long stride and great long shoulders, which give one the impression of carrying one well to hounds and standing up well over a drop fence.

The first essential is a good mouth, which means an even temperament. Never buy a pony if it can be made to pull.

Look with the greatest suspicion on a thoroughbred which has raced as a two-year-old, even if it has the right conformation and temperament. They seldom remain sound, because, even though they do not show it, at four or five years old they have usually been subjected to undue strain before they are fit for it. The life of a racehorse which has run as a two-year-old is a very short one on the turf, so is that of a polo pony.

Ponies which have been hunted, especially by a girl, and retain their good mouths, as a rule train quickly, for they must be handy and intelligent, and are accustomed to horses galloping past them without racing.

It is a very great risk to buy a pony which has never been

fed on corn, as his temperament is then impossible to judge. It is a still greater risk to buy an unbroken pony, as this is an absolute lottery.

It is a good rule never to buy a pony that you cannot get a ride on.

Conformation.

1. Good shoulders which ride well are essential. Some of the very best ponies are short in front. Very long shoulders, suitable for a hunter, detract from handiness in turning.

2. A fairly long neck, well set on. A short thick neck, or one set on upside down, is a fatal defect.

3. A short strong back with the best of loins.

4. Good straight hocks, well let down right under him.

5. The best of fore legs, with not less than $7\frac{1}{2}$ inches of bone below the knee, and more if a weight-carrier is required. The body must not be too heavy for the legs.

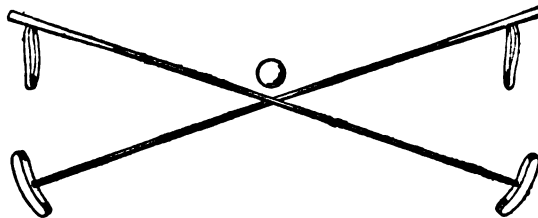
6. Strong, well-sloped pasterns, not too long.

7. Hoofs must be pairs, not too small; soles concave and well developed; open heels.

8. Plenty of quality combined with substance; quality is essential in the present galloping game.

9. A good, kind eye.

10. Good action, level and low. Remember that action carries weight.





CAVALRY SCHOOL, SAUGOR

ARTILLERY Students for the first time attended the course at the School, not, as at the Equitation School at home, in a separate wing, but mixed in with the Cavalry students. British Officers' rides consisted as a rule of two British Cavalry Officers, six Indian Cavalry Officers and two Artillery Officers; and Indian rides of five or six Cavalry and five or six Royal Artillery. The system seemed to work very well, and Artillery Officers were taught the use of the sword and lance as well as the revolver—the objection that it would be waste of time for Artillery Officers to learn the former, being overruled on the grounds that uniformity was maintained throughout the teaching, and that it was, at any rate, an excellent form of physical exercise. The tactical teaching, which aims at bringing officers up to the standard of the 'C' examination for promotion to Major, was, of course, equally useful to both branches of the service. Suggestions have been put forward for reducing the length of the courses to four and a half months, but, apart from other considerations,

the climatic conditions in India form a very real obstacle to carrying out such a scheme.

At the end of the year the School Charger Test took place on two consecutive days. On the first day fifteen competitors completed the endurance test, an 18-mile ride, half over metalled roads and half over tracks (time allowed, two hours twenty minutes), followed by a ten-furlong gallop over the steeplechase course (time allowed, four minutes thirty seconds), after which competitors were allowed thirty minutes in which to gruel and groom their horses, before they were examined as to fitness and condition by the Committee. Three hundred marks were allotted for the endurance test and steeplechase course, and the following deductions made :—

Ten marks per minute over time in the 18-mile ride.

Ten marks per second over time on steeplechase course.

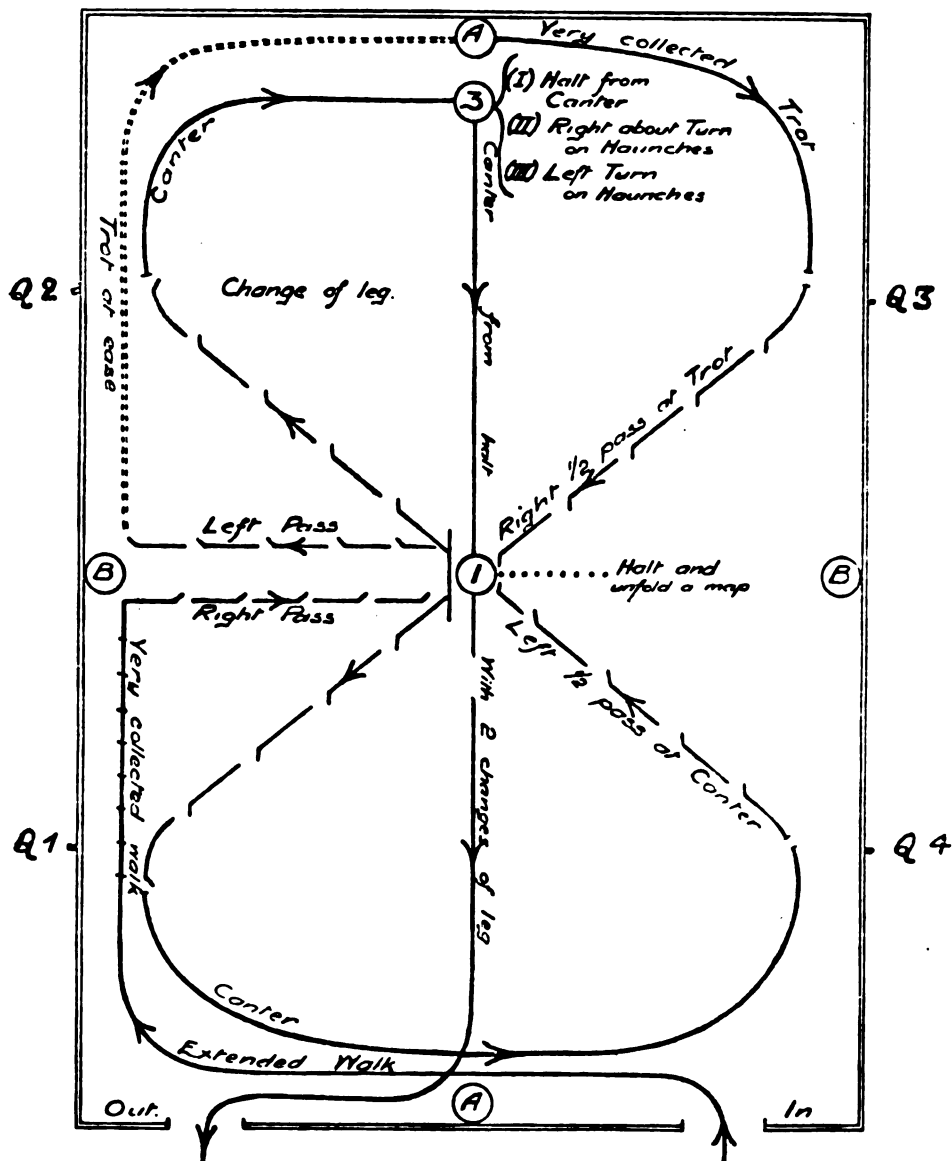
Fifty marks for any occasion on which horse or rider falls.

Twenty marks for first refusal, fifty marks for second, and one hundred for third; these deductions to be cumulative. In event of a fourth refusal the horse to be disqualified from the whole of this part of the test.

All competitors completed this part of the test within the time-limit, and nine out of the fifteen horses obtained full marks. Next day the *manège* test (*see* Plate 1) and the jumping test (*see* Plate 2) were carried out.

The jumping test produced some very creditable performances, the horses jumping quietly and well, and the jockeys sitting still and keeping them nicely collected.

The final order was :—Lieutenant R. Wilson's, Skinner's Horse, Sligo, winner of the challenge cup presented by 5th Probyn's Horse; Lieutenant W. G. M. Thompson's, 19th Lancers, Nouji; Lieutenant J. M. Blakiston-Houston's, 11th Hussars, Jack Frost.

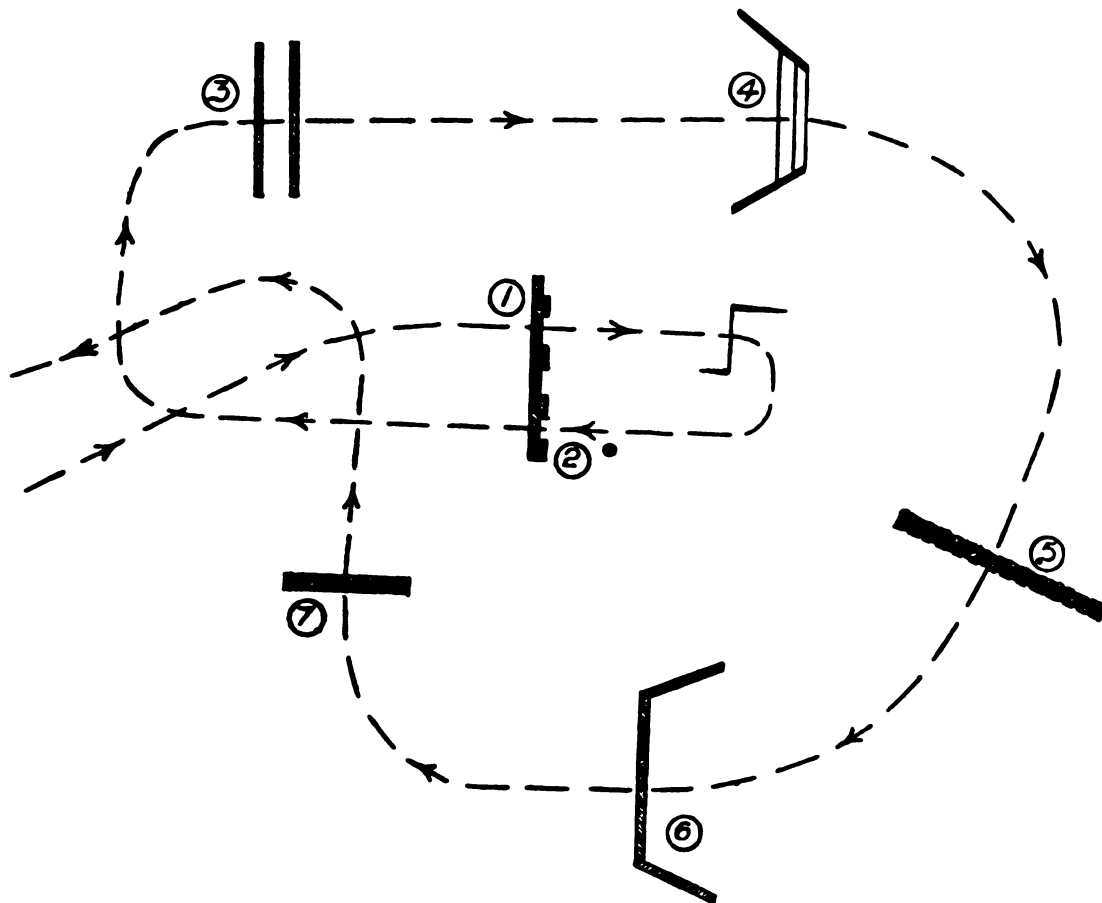
PLATE I.—MANÈGE TEST, *vide* Sketch.

DETAILS OF MOVEMENT.—STARTING ON R. REIN.

Total Marks, 200.

From entrance to Q.1.—"Extended walk" ...	5	From Q.1 to Q.4.—"Canter" ...	5
" Q.1 to B.—"Very collected walk" ...	10	" Q.4 to Q.2.—"Left half pass at canter" ...	25
" B to 1.—"Right pass" ...	15	At Q.2.—"Change of leading leg" ...	10
At 1, halt, take map out of pocket, unfold it		From Q.2 to A.—"Canter" ...	10
and return it ...	10	At A.—"Halt from canter" ...	10
From 1 to B.—"Left pass" ...	15	Then right about turn on haunches, followed	
" B to A.—"Trot at ease" ...	0	by left turn on haunches ...	30
" A to Q.3.—"Very collected trot" ...	5	Canter down centre of school, changing leading	
" Q.3 to Q.1.—"Right half pass at trot" ...	20	leg twice ...	40

PLATE 2.—JUMP RING WILL BE IN THE OPEN.



DESCRIPTION OF JUMPS.

1. "Post and Rails," height 3' 9", width 12' } (no wings).
 2. "Two single poles," height 3' 6", distance apart 3', width 12' }
 3. Triple bar with wings, height 4'.
 4. Stile in a fence, height 4' (no wings).
 5. Gate with wings, height 4' 2".
 6. Brick wall, height 4', width 12' (no wings).
- Time allowed* : 2 mins. 10 secs. Distance about 375* or 375 yds.
 All the above are "Knock down" jumps; touch laths will not be used.

Total Marks, 200.

DEDUCTIONS.

Knock with foreleg* ...	30		Third refusal, disqualify for all that portion	
" hind-leg* ...	10		of the test covered by Schedule C.	
First refusal ...	30	cumulative.	Horse or rider fall ...	50
Second refusal ...	50	"	For each second over time ...	5

* There is no deduction for a touch which does not knock down any portion of the jump.

FIRST STAGES OF THE TRAINING OF THE YOUNG HORSE TO JUMP (concluded).

THERE are many people to-day in England who have tried lane jumping for their young horses and who, having failed to get satisfactory results, have returned to the old method of jumping their horses mounted from the beginning of their training.

I consider that, both from the theoretical and the practical points of view, the remount should go through a very thorough course of free jumping (three to five months) before he ever jumps with a mounted man.

My reasons for holding this opinion are :—

(1) The muscles, bones, tendons, etc., of the young horse are not “toned up.” The extra wear and jar received from the man’s weight as well as the horse’s must put an undue strain on immature limbs.

(2) In many stations where remounts are trained the going is not of the best.

(3) If we are to encourage the horse to like jumping and to jump with confidence it is surely best to start him without an extra weight on his back. A man would rather jump without a sack of potatoes on his shoulders than with one.

(4) Even the best horseman must find it difficult to ‘go with his horse’ on all occasions over jumps if the horse is a youngster. Young horses, while learning, jump in all sorts of ways, making many mistakes in their take-off and consequently having to make many adjustments of their weight and balance. A mounted man makes this very much more difficult even if he ‘goes with his horse.’ If, as must often be the case, he is not ‘with his horse,’ and still more if he inadvertently jerks his mouth or uses undue pressure with his legs, he not

only confuses the horse at the moment when he has most need of a calm, unclouded mind, but even makes it almost impossible for the horse to make his correct adjustment of balance.

(5) We can employ absolutely stiff jumps without the danger of casualties amongst our training *personnel*.

(6) Horses when free jumping will learn to increase their pace of their own accord until at the end of their training they go from one end of the lane to the other at a hand gallop. In this way they teach themselves progressively to adjust their balance—at first jumping slow when there is time to think and plan what adjustment is required; later going fast when thought and action must be instantaneous.

I am aware that it is generally thought that, if horses learn to 'rush' down a lane, they will always rush; but experience has proved to me that this is not so. If, after free jumping is completed, the mounted jumping is started (and carried on for some weeks) at no pace faster than a trot, there is no danger whatever of horses jumping otherwise than quietly and smoothly.

(7) In war time and even in peace time all systems of training in the army should be, as far as possible, fool-proof. Even the type of man who during the Great War had to do such a large part of our remount training can learn to train a horse to jump, if he himself may remain on the ground; but a very different type (which is not available during a war) is needed if the training is to be mounted.

(8) If free jumping is properly and thoroughly carried out, all that remains for the mounted training is for the horse to learn to deal with the extra weight. Adjustments of balance, where to take off, how to use his hocks, how to land without jar, and how to get away quickly after landing—all these things he has taught himself without interference; and to teach oneself is the most thorough way of learning. Above all, he has learnt to use his brain quickly and to help himself in an emergency, instead of relying on someone else.

Description of an enclosed free jump lane.

The ideal lane is a straight one with every variety of jump, each jump being adjustable to any height, and yet, where adjusted, absolutely solid. This varying height can be obtained by having a slot under fences, gates, etc., in which they can be dropped so that they are flush with the ground if required. Banks and ditches, of course, are not adjustable, so that these should not be made large. It is only the look of banks and ditches which frighten horses, so that to get them to jump them freely without checking it is best to have them on the small side.

A straight lane is better, I think, than a circular or elliptical one, because the horse sees the far end and goes more freely towards it.

The sides of the lane ought to be made of posts and rails, so that the horse can see the surrounding country through them. If enclosed by walls he feels boxed, and is apt not to go so free.

There must be doors at each end and between each jump, in case a horse has to be taken out before completing the course.

It is a good plan to have matting or other shelters between each jump behind which the men in the lane can hide.

The jumps should be at varying distances apart and their positions should, if possible, be capable of being changed at will—or at any rate some of them.

How to work a free-jump lane.

At first each young horse should be sent down with a free jumping trained horse; after that two youngsters together, and, when jumping really free, each young horse singly. Each horse should always be made much of and fed on completing the course.

For the first few lessons rides should be collected at the exit end of the lane and four or six horses at a time run up to the starting end and thence sent down the lane. This is

merely to help them by making them jump towards their fellows and towards the place from which they have just come.

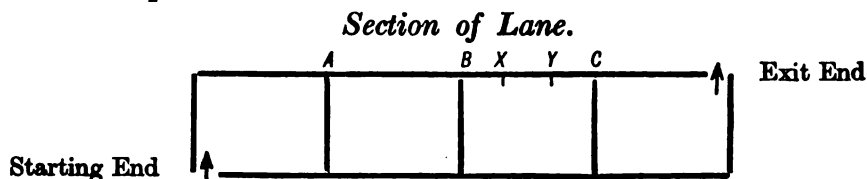
The *personnel* to work the lane is :—

At the starting end. { One man who runs one horse in each hand up to the first jump.
end. { One man behind with a whip or switch.

At the exit end. One or two men to feed and remove horses.

One man to each jump.

The position of the men dealing with the jumps and the consequent positions of the screens (if any) behind which they hide is important.



In above diagram of a lane there are three jumps, *A*, *B*, *C*. Let us consider the position of the man who is responsible for helping the horses over *C*.

His most common position is at *X*. He instinctively takes this position as being near the jump for which he is responsible; but in this case his instinct has played him false.

Put him at *Y*, about two-thirds of the distance *BC* measured from *C*. Now the momentum of the horse over *B* will carry him past *Y* before he can stop, even if he sees *Y* and wishes to stop; and *Y* can now get a good run up after the horse instead of rushing out at him from *X*, and flustering him near his jump and probably making him jump crooked.

I think it advisable that the men in the lane should sometimes be on the right side and sometimes on the left or possibly alternating at each jump.

The only other important point which arises in connection with the working of the lane is the amount of urging that the men are to do. Here, again, I believe that usually a great mistake is made in being too gentle. If the two previous

stages have been well carried out, the horses should think nothing of jumping. It is as well to let them stop and have a good look and smell at the jumps the first time they go down the lane if they wish to, but even on this first day I think that one stop at each jump is enough. After that I shall take steps to see that they jump and do not stop.

After this first day the man responsible for a particular jump should run up after his horse, if necessary, which will probably be enough to keep him from checking; if this is not sufficient, he should put on the whip below the horse's hocks.

It has been my experience that a little whip in the early days saves a great deal later on, and that one must be 'cruel to be kind.'

The great thing is to eliminate from the beginning all thoughts of stopping or even checking. Now there is no doubt that a number of young horses on approaching a jump wonder in a lazy sort of way whether they shall jump it or not. If the man is watching, he can seize this moment and by very mild means make up the horse's mind for him.

It must be remembered that every time a horse stops in front of a jump increases the chance of his doing it again and of its becoming a very horrible habit. On the other hand, every time he jumps freely, either by his own volition or with a little moral support from behind, makes it less likely that he will check or stop next time.

I feel sure that to allow a horse to stop in a lane after the first time down is an unpardonable crime and in the long run very unfair on the horse.

When the young horse goes down the lane at a good smart pace and absolutely freely, his mounted jumping may be started. As I have said before, I think it essential that this should be done at a trot and walk.

In conclusion, I would ask anyone who has not tried free-jumping methods to give the system a fair trial, both for his horse's sake as well as for his own.

A SHORT HISTORY OF THE ROYAL DECCAN HORSE

***Formed by the Amalgamation of 20th Royal Deccan Horse and
29th Lancers, formerly 1st Cavalry and 2nd Cavalry,
Hyderabad Contingent.***

II.

1914.

ON August 4, 1914, Great Britain declared war on Germany, and the two Regiments sailed from Bombay to Marseilles on September 10 and October 17 respectively. On arrival in France, they spent their first month under canvas at Marseilles and Orleans.

The 20th Deccan Horse formed part of the Secunderabad Brigade in the 2nd Indian Cavalry Division (afterwards 5th Cavalry Division), while the 29th Lancers were in the Lucknow Brigade of the 1st Indian Cavalry Division (later 4th Cavalry Division).

On November 17, the 20th Deccan Horse marched to Bethune area, where it did two spells in the trenches. During the second period it took part in a night attack on December 20-21, where very heavy casualties were sustained. This attack on Festubert was to have been carried out by three regiments, but the 20th in the centre was the only one of the three that succeeded in reaching the German trenches, and was then forced to retire owing to lack of support. A D.S.O., an M.C., two I.O.M.s and one I.D.S.M. were awarded, while the casualties amounted to forty-five killed and thirty-six wounded. Meanwhile the 29th Lancers had been brought up to forward billets, and on January 8 went into the trenches for their first tour of duty.

1915.

From March to May the Indian Cavalry was held in readiness to take advantage of any opportunity that might offer as a result of the offensives of Neuve Chapelle on March 11, the 2nd Battle of Ypres on April 25, La Bassée on May 20, and Loos.

They were not, however, used.

On June 8 the 29th Lancers went into the trenches near Ypres, and during July the 20th Deccan Horse provided digging parties near Vermelles.

In August both Regiments moved further south as part of their respective Divisions, the 20th Deccan Horse going into the trenches opposite Thiepval, where it was subjected to constant attention from 'minenwerfers,' while the 29th Lancers went into the line at Authuille, to be followed there by the 20th.

After this, the Indian Cavalry Corps was withdrawn to near Amiens. Thus the year 1915 proved uneventful from the Cavalry point of view, but the men and horses were undoubtedly fitter and more efficient than ever before.

On July 14 the 20th Deccan Horse took part in a mounted attack near Contremaçon, and got into the Germans mounted.

1916.

During the early part of 1916 Brigade Machine Gun Squadrons were formed from the three Regiments in each Brigade and worked separately throughout the year. The first half of the year was spent in mounted training, and the second part in providing digging parties.

During November the Machine Gunners rejoined their respective units, having been replaced by British *personnel* of the Machine Gun Corps.

The Lucknow Machine Gun Squadron, of which 29th Lancers *personnel* formed a part, did specially well in the German attack on the Ancre in November. They went into

the trenches dismounted with the 81st Division, doing twenty-seven days without relief, and saved the 93rd Brigade from being enveloped by 'sticking' faithfully to their posts in spite of heavy casualties.

1917.

On March 17 the 29th Lancers moved up with the 2nd Infantry Division to Loupart Wood and Erviller, gaining touch with the enemy. On the 20th they were detailed to protect the left flank of an Infantry advance on Croiselles. 'C' Squadron pushed forward to within 1,000 yards of the village, but this, as also the Infantry attack, were held up by machine guns. Patrols were pushed forward, but the line was found to be very strongly held and on the 21st the Regiment was relieved by the Border Regiment.

After the retirement of the Germans to the Hindenburg line, trench warfare again settled in, and both Regiments were continually employed in the trenches in the neighbourhood of Le Verguier, during which many patrol encounters took place.

On June 11-12, 'A' Squadron, 29th Lancers, holding No. 9 post, were subjected to a very heavy 'minenwerfer' bombardment, followed by a determined attack, which was successfully driven off. Again, on the 13th-14th, No. 9 Post was attacked by three parties, each about forty strong, supported by machine guns, which were also driven off.

In August, both Regiments moved further south, going into the line near Vaudencourt. The Cavalry Corps were complimented on their work in the Le Verguier Sector, the 5th Cavalry Division being specially mentioned by the General Officer Commanding, IIIrd Corps:—'The obstacles put up by this Division are quite the best I have seen in this country,' while the 29th Lancers gained special commendation for their patrol work. During this period many patrol encounters took place, in which both regiments distinguished themselves.

At the beginning of October 1917 the 20th Deccan Horse marched in Division to Belgium for the Paschendale Ridge offensive, but were not used.

On October 19 and 20 both Regiments concentrated in their respective divisions for the 1st Battle of Cambrai. This being the first time tanks were used in large numbers and without Artillery preparation, the enemy were taken by surprise, and were driven out of the Hindenburg Line at dawn.

On December 1 the second battle of Cambrai commenced and both Regiments moved up again, being employed dismounted this time. 20th Deccan Horse relieved detachments of the Grenadier Guards, Coldstream Guards and 9th Hodson's Horse near Gauche Wood; while 29th Lancers took part in an attack on the 'Raperie.'

After this both Regiments returned to Devise and provided working parties for the improvement of the defences at Vermand and Le Verguier, where the Germans were held up longest in their attack in March 1918.

1918.

In January and February the Regiments did their last spells in the trenches at Vadencourt and Hervilly, and in the beginning of March left France with the 4th and 5th Cavalry Divisions for Egypt. Dismounted parties were sent *via* Taranto, while the horses sailed from Marseilles, and the two Divisions concentrated at Tel-el-Kebir during April. Thence they proceeded to Belah at the end of the month.

At the beginning of May the 20th Deccan Horse marched up the coast with its Division to Sarona, while the 29th Lancers marched into the Jordan Valley, taking over a portion of the line there on the 17th.

The conditions here were very different to those in France. The opposing lines in the Valley were 3 to 4 miles apart. Our line was held by infantry, with Cavalry Patrols and Piquets

about a mile in front of the wire. No-Man's-Land on the Jordan front was the Cavalryman's happy hunting ground. At the end of the month the 29th Lancers were relieved, and, after a week's rest, took over the sector nearest the Dead Sea. While here they assisted with the construction of a new pontoon bridge over the Jordan at El Henu and made a ford over the Wadi Rame designated 'Sangster's Ford.' On June 14, just before relief, they were enabled to make use of this crossing, and, with two squadrons, swept up the Turkish posts in this part of No-Man's-Land, being the first Indian Cavalry to get their lances into the Turk there.

At the end of June the 5th Cavalry Division left Sarona for the Jordan Valley, and on July 8 the 20th Deccan Horse relieved the 29th Lancers at Ghoraniyeh. Before dawn on July 10, No. 1 Post, 20th Deccan Horse was, strongly attacked and forced to retire into the Wadi Nimrin. Further attacks on the 18th and 15th were driven off.

The 29th Lancers, having spent a month at rest in Latrun, now returned and relieved the 20th Deccan Horse on August 15, while the latter went out to rest at Enab.

On August 21 a brilliant patrol encounter took place, in which a patrol of six men of 29th Lancers under a British Officer captured 18 Turks.

On the evening of September 11, 29th Lancers marched in Brigade from the Jordan Valley, leaving camps and dummy horses behind, to concentrate with Desert Mounted Corps near Ramleh, 20th Deccan Horse arriving there two days after with their Division. All marches to the coast had been carried out by night, and units lay hidden in orange groves by day. Three Cavalry and five Infantry Divisions were concentrated on the coast without the enemy having any idea that any change had taken place.

At 0445 on September 19 the attack was launched, after a quarter of an hour's bombardment, and broke through the Turkish lines. At 0880 the Cavalry advanced, and the 4th and

5th Cavalry Divisions, with Australian Mounted Division in Reserve, reached the plain of Esdraelon by dawn the next morning. Here some opposition was met with, but it was quickly brushed aside by the 2nd Lancers, and the 4th Cavalry Division pressed on to Beisan, arriving there by the evening. The 5th Cavalry Division remained at Afule, sending the 18th Cavalry Brigade to Nazareth and the 14th (in which were 20th Deccan Horse) to Jenin. The 4th Division had by then completed eighty-five miles in thirty-four hours.

On the 23rd the 5th Cavalry Division marched on Haifa, which was captured by the 15th Cavalry Brigade.

Meanwhile the 11th Cavalry Brigade (to which the 29th Lancers formed the Advanced Guard) had been sent south along the Jordan to prevent parties of the Turkish VIIth and VIIIth Armies escaping across the river. The left patrol of 29th Lancers was fired on by a party of 1,000 Infantry and thirty machine guns in a strong position covering the ford, 'D' Squadron charged, capturing 800 prisoners. One V.C., a D.S.O., an M.C., a D.C.M., five L.O.M.s, and two I.D.S.M.s were awarded for this encounter. On the following day the Brigade returned to Beisan, having captured over 8,000 prisoners. Meanwhile the Australian Mounted Division had captured Semakh.

By September 26 all preparations for the advance on Damascus were complete. The Cavalry were to pursue by two converging routes. The 4th Cavalry Division were sent by the more easterly route through Deraa, while the Australian and 5th Divisions marched around the north-west corner of the Sea of Galilee. There was little opposition till Damascus was in sight, but the going was very bad across the lava-rock-strewn country. From Deraa the Sherifian troops operated on the right of the 4th Cavalry Division.

On September 30 the 14th Cavalry Brigade (including 20th Deccan Horse) was sent to intercept the majority of the Turkish IVth Army that was retiring on Damascus in

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29th Lancers, Jordan Valley 1919

L.D. Surat Singh

Q.M.D. Mota Singh

L.D. Teja Singh

K.D. Karam Singh

front of the 4th Cavalry Division. The Brigade successfully cut this column in half and captured the leading portion, 20th Deccan Horse captures including the Commander of the 3rd Turkish Cavalry Division with the remains of his staff. Finally, on October 1, the Australians entered Damascus, closely followed by the 14th Cavalry Brigade and the Sherifian Troops.

The advance on Aleppo now commenced. The 4th Cavalry Division were suffering severely from malaria and influenza and had to be left behind at Baalbek (29th Lancers were reduced to 4 British Officers and 140 Indian Ranks); so the 5th and Australian Divisions pressed on and reached Aleppo by October 26.

On the 31st an armistice was concluded with Turkey, and hostilities ceased at midday.

During the period from September 19 to October 31 the 20th Deccan Horse marched 571 miles in twenty-nine marching days.

1919.

After the Armistice, 20th Deccan Horse remained near Aleppo till November 11, 1919, when the Regiment marched in Brigade to Beirut, whence it proceeded by sea to Kantara, arriving there on December 27. On February 20, 1920, the Regiment proceeded to Suez, and shortly after embarked for India.

Meanwhile the 29th Lancers were employed in protecting the local Sherifians from Bedouins near Deraa and Semakh; being stationed alone at these places until April 16, when the Regiment proceeded on relief to Sarona, where the majority of the 4th Cavalry Division were concentrated. In October 1920 the Regiment proceeded to Suez and embarked for India.

On arrival in India the 20th Deccan Horse were stationed at Neemuch, and later at Delhi, where they were inspected

by H.R.H. Field Marshal the Duke of Connaught, and where they were granted the title of *Royal* in view of the coming amalgamation.

Finally, in April 1921, the Regiment moved to Bolarum, where the 29th Lancers were stationed, and on July 16, 1921, the two Regiments of the old Hyderabad Contingent Cavalry were once more united under the name of 'The Royal Deccan Horse.'



**LEAVES FROM A WEEDON HUNTING DIARY,
1922-28**

November 20. Pytchley at Sywell.

A WARM morning with blue haze and one on which a good hunt is not anticipated. It was certainly one of those mornings when hounds didn't appear keen.

There were several foxes on foot in Sywell Wood, but hounds could hardly own to the line of one which went towards Wilmer Park.

A certain amount of country was then drawn blank and, although the air was a little sharper, there didn't seem much prospect of a good hunt when, after drawing Walgrave blank, we came to that good covert Holcot, late in the afternoon. A turn round covert and away went a good fox along the brook on the west side. Hounds ran well to Brixworth workings, where there was some excitement in a field of mustard and hounds chopped an old dog fox. Freeman quickly got hounds to the line of our fox and they hunted on prettily over the railway and brook near Brixworth station; turning right-handed hounds divided, two and a half couple making for Berridale, but the body of the pack kept straight on, carrying a good head over the large pastures, leaving Berridale and Maidwell on the left; after crossing the railway they swung right-handed, leaving Lamport on the right. It was getting quite dark and hounds could only be seen when we were close to them. They were running for blood as they crossed the Faxton fields; Freeman continued to jump fences in the dark, but not even he could keep near hounds.

Towards Old we stopped to listen, but not a sound could be heard, except the hooting of owls; Freeman blew his horn,

but still no sign of hounds; he moved to another end of the field and blew again, this time hounds came to him through the hedge in a manner almost suggestive that they had caught their fox—it was too dark to tell; but the dog hounds had the satisfaction of eating the old fox, carried in some mysterious way in the pocket of Tom, the 1st Whip, who turned up most opportunely at this moment.

Including the Hunt Staff there were only eight out of thirty odd at Holcot to see the finish of a gallop which was not remarkable for the point, but all the more enjoyable because it was so unexpected; surely, too, it was an example of how an apparently impossible day may perhaps be redeemed by a keen Master persevering to the last.

Saturday, December 30.

The Pytchley met at Kilsby. A very low glass, with a rather cold S.W. wind and a dull day, did not promise too well; but the country was wet for the first time this season and the drains full. Found at Ashby St. Ledger's and went away at once across the Barby-Kilsby road and sank the hill towards the Canal as if making for Cook's Gorse; but, short of the Canal, swung left-handed and back, leaving Kilsby left-handed over the tunnel on the main L.N.W.R., to ground just short of Watford Gap. A good gallop of 40 minutes over an excellent piece of country.

The long wait outside Braunston Covert seemed longer and the wind colder than usual, and either from cold or excitement most of us were shivering when a good looking fox went away at 2.45 on the Staverton side. Quickly out of covert Freeman and the bitches were at him and he ran up to the corner by the field road to Berryfield Farm, hounds turned up for an instant as if they were going down to the Brook and Shuckburgh—an unfortunate turn for some of the field, for hounds ran the hedge parallel to the Staverton bridle path to the farm buildings in the bottom, where they swung left-handed

to the home coverts at Badby House, leaving the unfortunates on the wrong side of the bad, boggy and wired bottom. The Badby Coverts, a little short of three miles, were reached in ten minutes. Through the coverts and over the main Daventry-Banbury road, where they hovered for a minute but without lifting, Freeman's encouragement had them going at once along the Northern slopes of Foxhill. Keeping Newnham Tower just on his left our fox ran the crest of Newnham hill, past Mr. Romer Williams' park to Newnham Grounds Farm, where he sank the hill to the Newnham Brook, which he followed to a few hundred yards short of the Old Mill. His actual crossing place mystified hounds for a few minutes, but not some of the field who sailed on and in obviously agreeing with Mr. Surtees that, 'brooks aggravated by rain are formidable customers at all times and admit of neither hope or palliation, and don't bear looking at.' Hounds confirmed the daring spirits' appreciation and running on over the spur came down to the Everdon Brook—generally the delight of the thrusters—in flood and, as the golfers say, with much casual water lying on the course. Hounds faltered just short of the brook and gave the field time to survey at closer quarters the arm of the sea in front of them, when on they went, running well up the hill towards Everdon Stubbs.

The Everdon Brook took heavy toll of those anxious to test its capacity; very few got over, the lucky ones fell clear of the actual stream, with their horses on the right side. The hunt did not assume normal proportions until a field short of Weedon Lodge, where Freeman, as wet, perhaps wetter than most, and pulling on his 'Berlins' settled his pack once more on the line. Heading as if for Stowe Wood hounds turned sharp right-handed at the Farthingstone road as if to Everdon Stubbs. Time, sixty minutes and point just over seven miles. It appeared certain that our fox was in the Stubbs and nearly all the field, thinking it certain, went home; a few lucky ones heard Freeman say to Lady Lowther as he

came up to the covert ' He hasn't gone in, I don't think, Milady ' and remained to see his theory proved correct. He made the ground good round the covert and then returned to a field of kale just short of the wood where, after trying up and down, he pushed up the hunted fox, very dirty and bedraggled : with the pack at his brush this stout hearted fox evaded the efforts of official and unofficial self-appointed whips to stop him and made the covert. Hounds raced him through the covert and out the Farthingstone side almost to the brook below Farthingstone, where they turned sharp back right-handed, ran through Hen Wood and running for blood just failed to get to him before he got to ground in the main earth of Mantles Heath. A great hunt of ninety minutes. Freeman was satisfied he hunted the same fox into Mantles Heath that he brought out of Braunston Covert and indeed there was no question apparently of changing.

New Year's Day, 1923.

The Grafton (mixed pack) met at Adstone. There was a sharp frost overnight and the 1st was a fresh, bright, sunny morning with a rising glass. Still very wet under foot. An outlier was picked up alongside the brook near the Mill Farm on the Maidford-Adstone road and for a quarter of an hour hounds ran rather uncertainly, twisting about towards Blakesley Heath. It was suggested that one fox got to ground hereabouts and a fresh fox took up the cudgels; in any case a holloa put the huntsmen and pack right and they ran well through Seawell and Maidford Woods, Burntfold Copse and Knightley Wood to Mantles Heath. Whilst hounds were hunting in cover two foxes were viewed away on the Everdon side. This caused a certain amount of confusion and it took them some little time to settle after leaving Mantles Heath. Two fields of seeds did not help matters; however, hounds picked up and ran well and fast over the brook—no such formidable obstacle as it presented last Saturday—up to

Everdon Hill Farm by Westcombe House to Fawsley, across the park and into Badby Wood. Hounds turned in the wood as for Newnham, but they were lifted to a holloa at the Lantern House end and went away nicely over Sharman's Hill to Arbury Hill and Staverton Village, where they turned right-handed over the Big Hill by Badby House over the Daventry-Banbury road and up the Fox Hill to the Newnham Tower, where he was headed and turning left about; he skirted Badny House and, leaving Draycot Grange on the left, appeared to be making Braunston. Before reaching the bottom he turned once more and, coming right about, ran the allotments and outskirts of Daventry over the Staverton road and Banbury road once more, when hounds worked up to him and killed him in the open near Badby House Gates—a very fine hunting run of two hours and a quarter, with something better than an eight mile point. Many conflicting theories were advanced regarding this fox, several of the Grafton worthies maintaining that the Pytchley Braunston fox of the previous Saturday had rested in Mantles Heath and paid the penalty; on the other hand it is quite likely that we changed in Badby Wood and, further, the inhabitants are well acquainted with two rascals that share their abode on Newnham and Fox Hill. In any case, this fox had a sound working knowledge of the immediate purlieus of Daventry.

In the evening we had a nice sharp thirty minutes from the Hogstaff out towards Charwelton and back in a right handed circle to Fawsley and Badby Wood, where hounds were stopped.

With the Grafton.

On Monday, January 15, the Grafton met at Woodford. Although it was a cold, raw day, optimism prevailed, for the good sport of the past week or two seemed infectious and a good Grafton Monday following a good Pytchley Saturday looked like becoming a rule.

The development of Woodford railway works with the corresponding expansion of the village is not to the good of the local covert, which is no longer the secluded Gorse it must once have been. It was not, therefore, altogether a surprise to find it tenantless.

A rare, sharp burst from Holywell Pools provided an appetiser of the right sort. Hounds fairly raced for twelve minutes across the main Daventry-Banbury road and over Charwelton Hill to Blackdown Hill, where they killed their fox in the open within one field of Griffin's Gorse.

Spencer's Gorse provided a real stour fox that led hounds towards that well-known landmark, Helidon Windmill. Before reaching it, however, he swung to his left and passed by Helidon village and Haycock's Gorse to the ploughed fields beyond, where hounds were at fault. They feathered on down the hill and raised hopes of a hunt across the promised land below to Shuckburgh. But this was not to be and Will Freeman cast his hounds round the cold scenting spot above Priors Marston until he hit off the line just above the village. Sinking the hill the pack ran well now on the pastures below—too well, in fact, for the field, who were placed at considerable disadvantage by a wired fence. Through Stirch hounds followed their fox as far as the Charwelton-Helidon road, where he had been headed and Freeman's assistance was needed once more. Striking the line again hounds now began to run faster, past the southern end of Catesby Tunnel and over Sharman's Hill to Fawsley. Across the park they fairly raced, getting on better terms with their fox every minute. But he, in his turn, was showing his true worth and, missing both Hogstaff Spinney and Church Wood, was seen about to cross the road below Preston Capes Church. Here, however, he was headed and turned into the Churchyard where he was killed after a very fine hunt of seventy minutes, the best point, from Priors Marston to Preston Capes, being six miles.

The scene of this fox being broken up, with the church

and churchyard in the background and the village on the hill above, seemed to be an old print reproduced. Surely the grave of Tom Moody was not honoured more than those Preston Capes !

January 21. Pytchley at Creaton.

Privet Covert, as usual, held a fox, but he soon got to ground. The hunt of the day started from Cottesbrooke Park. The fox didn't seem to be enterprising at first and was nearly caught in the village. This experience evidently frightened him and he didn't hang about any more. Hounds hunted him on to near Creaton and back past Cottesbrooke; the pace improved as they skirted Blueberry and ran on past Scotland Wood to Tally Ho; here they checked for a moment but soon ran on again to Naseby Covert. This is a likely place to change foxes but probably not on this occasion, for the hounds took a line straight through and on to Longhold. From here our fox worked his way back almost the same way again, hounds running him well past Tally Ho and Haselbeach. Our fox had waited for us near Cottesbrooke and he was hunted on past Creaton Covert nearly to Brixworth station, short of which he turned back left-handed parallel to the railway. Here were anxious moments, for two foxes were just in front of hounds ! Freeman made good use of his whip and was able to stick to the hunted fox, finally catching him in the big field opposite Cottesbrooke Hall. It was a fine hound hunt of two and a half hours with a most satisfactory finish. We must have covered nearly twenty miles of country, all grass, and that perhaps the best of the charming Pytchley country.

January 1. Pytchley at Mears Ashby.

Little good was done with a fox from Sywell Wood which went through Hardwick Wood and after a ring ran hounds out of scent.

The day improved and a fine hunt ensued from that celebrated Monday covert, Old Poor's Gorse.

A keener air, with prospect of frost at night, had raised our hopes, and it was disappointing that, at first, hounds could only hunt the selected fox slowly past Broughton to Cransley Wood. They hunted on better past Loddington and Thorpe Malsor, and it was pretty hunting that we witnessed along the Orton brook (work which is surely the result of the huntsman not only teaching his hounds to hunt, but also having, when required, the patience to allow them to do so. How often have we cause to admire Freeman's patience when there is a holloa forward of what may be, or may not be, our hunted fox !)

It is probable that our fox lay down near here, for two old hounds and a young one slipped away and ran as if in view; it was all that Freeman could do to catch them by Blue Covert with the remainder of the pack. The fox had run to the railway by the Maidwell crossing, and he had evidently tried to get in between here and Lamport Station. Trains caused delay and gave the fox a chance, but after Lamport fishpond hounds ran really fast; they actually coursed and turned their fox in a big field between Lamport and Short Wood. They were close at him by Draughton and back to the fishpond.

Here there was some difficulty owing to the excitement of some villagers, who said they had seen the beaten fox over the Lamport Hall wall (how often they have seen the beaten fox !), but our fox, still more beaten, had sunk the hill towards the railway. Hounds stuck to the line well, and it seemed hard that they couldn't catch this tired fox, as they must have been close to him when running fast between Hanging Houghton, Lamport and Scaldwell Spinney. They hunted on in darkness to Clint Hill, where this stout fox got to ground after standing up before the dog hounds for two-and-a-half hours. Freeman and his hounds were seen to

great advantage during this 15-mile hunt, and if ever they deserved their fox it was on this occasion.

ANCIENT HOUNDS

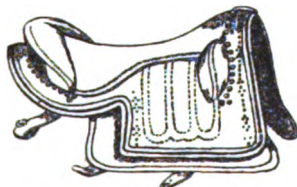
In the Sporting Notes for January allusion was made to the antiquity and the wide geographical range of the greyhound in Arab-speaking countries, and to the arbitrary adoption of its Arabic name *seluki** in dog shows at home for its long-eared cousin the Persian greyhound, whose geographical range extends from Beluchistan to Syria. The name is used for any breed of greyhound, including the Afghan greyhound, another variety similar in conformation to the Persian greyhound, but protected by a rough coat of woolly hair. In the writer's experience neither of these breeds is as speedy as the true greyhound.

In support of General Lance's claim that the Persian greyhound is of great antiquity, it has been stated that a dog of this type, originally mummified, was discovered in the recent excavations at Thebes; but it is to be observed that the true greyhound, with a tendency to prick ears, is represented in ancient Assyrian and Egyptian art, including sculpture.

The legend of the introduction of the greyhound to Cornwall by Phœnicians trading for tin, suggests that the name 'kelpies,' applied to sheep dogs in the north of England, may be of Arab origin and that the word is derived from the Arabic *kelb*, a dog (*kelbi*, my dog). An Arabic derivation (*taale ho*) has even been claimed for the huntsman's cry Tally-ho! but the illustrious scholar, Sir Isambard Owen, discarding French claims†, has suggested that Tally-ho! is possibly derived from the Welsh shepherd's cry to his dog, *Dal'i'o*, meaning 'catch him' or 'hold him.' Even if hunting, as we know it with horse and a pack of hounds, was first introduced by the Normans from France, who also gave us the long bow, this derivation appears reasonable.

* The recent dog-show spelling, which appears to be questionable, is *selughi*, though the word is spelt in Arabic with the *kaf* or guttural *k*, not with the letter *ghain*, which can only be rendered into English character by *gh*.

† Such as the far-fetched *taillie au* or *à lui ho*.



NOTES ON FOREIGN CAVALRY

FRANCE

A. Organisation.

The Cavalry of the French Army at present consists of the following :—53 regiments of French Cavalry : 6 Cuirassiers, 25 Dragoons, 15 Chasseurs à Cheval, 7 Hussars. 18 regiments of North African Cavalry : 6 Chasseurs d'Afrique (white *personnel*), 12 Spahis (native *personnel*); 1 regiment Foreign Legion Cavalry (white). In addition there is 1 regiment of Cavalry of the Syrian Legion (Arabs) and a few squadrons of Senegalese *personnel*.

Of the above, 86 regiments go to form 6 Cavalry Divisions, the remainder being allotted as Corps Cavalry Regiments, or as independent units in France, North Africa, Syria and Constantinople.

The normal composition of the *Cavalry Division* in peace is : 8 brigades, each of 8 regiments; 1 group of Armoured Cars (3 sections, each of 4 cars armed with 1 machine gun and 1 light gun 37 mm.); 1 group of Horse Artillery (3 batteries of 4 gun 75 mm.); 1 group of cyclists (8 troops and 2 machine guns sections, each 2 guns). The *Cavalry Regiment* is composed of : a Headquarter Section; 4 squadrons; 2 sections of machine guns each of 2 Hotchkiss guns (probably to be increased to 4 sections).

The squadron is made up of 4 troops (*pelotons*), with 6 automatic rifles to the squadron. Each troop is composed of a number of squads (*escouades*), which can be grouped together to form either one or two *groupes de combat* per troop.

A *groupe de combat* consists of two *équipes*, 1 automatic rifle *équipe* and 1 rifleman-bomber *équipe*, each of 6 men, the whole under a non-commissioned officer.

B. Strength.

Cavalry Division about 5,000 all ranks; regiment, 600; squadron, 140.

C. Armament.

Officers and N.C.O.s, revolver and sword; troopers, sword, carbine and bayonet.

The sword is carried in a scabbard which forms part of, and lies horizontally along, the saddle on the near side. The lance has been abolished.

GERMANY

The strength, organisation and armament of the German Cavalry have been fixed by the Treaty of Versailles.

The total establishment is, accordingly, three Cavalry divisions, each of 275 officers (including medical and veterinary officers) and 5,250 other ranks; 7 Infantry divisional squadrons and 18 depot squadrons. A Cavalry division consists of headquarters, 6 Cavalry regiments each of 4 squadrons, and a group of 3 Horse Artillery batteries (4-gun batteries) (77 mm. field guns). The 17th (Bavarian) Cavalry Regiment is under the 7th (Bavarian) Infantry Division; the 3rd Cavalry Division has, therefore, only 5 regiments.

Each Cavalry regiment has a depot or training squadron, and 7 regiments have a sixth squadron for attachment to the 7 Infantry Divisions.

Armament.

Each Cavalry regiment has 4 heavy machine guns. Each squadron (including Infantry Divisional and Depot Squadrons) has 4 machine pistols. The Cavalry trooper carries a carbine, sword or steel lance, short side-arm, and two stick hand-grenades. Non-commissioned officers also carry a Parabellum pistol. L.M.G.s are distributed in the units.

It is interesting to note the high proportion of Cavalry to other arms retained in the German Army.—EDITOR.

RECENT PUBLICATIONS

BOTH the French and American Cavalry Journals are publishing a series of articles on Gen. Allenby's campaign in Palestine. Whilst this proves that foreign cavalry fully appreciate the importance of this campaign, these articles contain nothing that has not already been published in Lieut. Colonel Osborne's contributions to the CAVALRY JOURNAL.

The *Revue de Cavalerie* contains an interesting account of the work done by a reconnoitring squadron between March 19 and 21, 1917, when the 1st Cavalry Division was given the task of keeping touch with the Germans in their retirement to the Hindenburg Line. The squadron started from Davenescourt, west of Roy, and first gained touch with the enemy's rear-guards north of Ham. After crossing the two canals and a stream, on all of which the bridges had been destroyed, it finally came up against the outposts of the Hindenburg Line. All information was sent back by despatch rider (one would have thought that a motor-cyclist would have been quicker, even in the devastated region), and the author remarks with some truth that his task of reporting on the enemy's final dispositions would have been much facilitated if he had been provided with an aeroplane map of the Hindenburg defences.

Le Commandant Burnol considers the possibility of moving a whole division in 1,100 lorries on to the flank or rear of an enemy. He comes to the conclusion that, even should a sufficient number of cyclists, motor-cyclists, armoured cars, and light tanks capable of moving on wheels or tracks, be available to cover the movement, it would be quite impossible without a strong advanced guard of cavalry.

The *American Cavalry Journal* draws attention to the fact that the War Department has approved of a plan whereby a mixed committee is to be formed to make arrangements for sending a military jumping team to compete at Olympia, the whole cost being borne by a number of civilians interested in horsemanship. This will add considerably to the interest of the international contests, and is an example that might be followed by civilian horse-lovers in this country.

The *Journal of the United Service Institution of India* reprints an article, first published in the *Royal Engineers Journal* of June, 1922, on 'Working for the Examination for Admission to the Staff College.' It contains many useful hints, and officers preparing for this examination would be well advised to study it.

'A Chapter of Misfortunes.' By Major-General W. D. Bird, C.B., C.M.G., D.S.O. Forster, Groom & Co., Ltd., 15, Charing Cross, London. (Price, 8s. 6d.)

THIS book deals with the situation in Mesopotamia between the first battle of Kut-al-Amarah and the attack on the Dujailah Redoubt (March, 1916). Many people are inclined to think that there are no lessons to be learned from an unsuccessful campaign, and to attribute want of success rather to incompetence than to the difficulties which stood in the way. General Bird's study of this campaign is full of useful lessons, and is of absorbing interest both to the military student and to the general reader; he conceals nothing, and condones no mistake, but indicates clearly the difficulties of the problems that arose and comments impartially on their solutions.

The accounts of the somewhat complicated operations at Ctesiphon and Dujailah, though giving every detail, are so clear that they can be followed with the greatest ease with the aid of the maps provided, and very fair comment is made

both on the plans of operation and their execution. The dangers inherent to the use of widely converging columns, as at Ctesiphon, is pointed out. 'It is true that a commander has generally to choose between the advantages offered by and the risks incurred in following a daring policy, and the less conclusive results, as regards either victory or defeat, that may be obtained by circumspection. But it must be pointed out that if, as actually happened, checks were experienced, the battle would resolve itself into a series of isolated and probably indecisive actions, even supposing the British were not defeated in detail. In view of the possibility of this result, a leader does not, as a rule, adopt so bold a policy unless it is believed that his army possesses some outstanding advantage as regards *morale*, numbers, or armament over the enemy. General Townshend's troops held the superiority in the first and most important of these factors, and no doubt he counted on possessing it as regards the others. In respect of these, however, expectation proved, unfortunately, to be at fault.'

The chapter dealing with the correspondence that passed between the commanders in the field, India, and the authorities at home indicates the different view-points of the commander anxious to exploit a success and those whose wider responsibility extends to operations in many different theatres of war. 'The history of the higher direction of almost every war that is prolonged is, however, also that of an intense struggle between those who desire to pursue the principle of concentration at the decisive point and the powerful interests that make for the dissipation of force; and it is not too much to say that success or failure has usually depended on the maintenance of a just balance between these conflicting interests.'

The difficulty of forming a correct estimate of the enemy's numbers from a mass of unreliable and often contradictory information is very great and here again the personal

equation deserves consideration. 'The accurate interpretation of intelligence evidently depends a good deal on the mood of the recipient, and also as to whether his mind is or is not biassed in any particular direction in regard to the matter at issue.'

Some hundred pages are devoted to the consideration of the various proposals put forward for the relief of Kut; the opinions of the generals, of the Headquarters in India, and the War Office. Townshend seems to have been uncertain as to how long his supplies would last; the arrival of reinforcements depended on the activity of enemy submarines; there was a deficiency of transport, which called forth a warning from Sir William Robertson; the rains were expected to begin in March; the writing of memoranda continued through December, January and February. 'Time, as is usual in war, was again a decisive factor, and the British had again to decide whether to gain time by continuing the operations rather than to await the arrival of reinforcements . . . whether the supplies possessed by the garrison of Kut-al-Amarah were sufficient to enable it to hold out if the relief were postponed; . . . the obvious disadvantage of delay being that the enemy would be given the opportunity both of strengthening their position at Hannah and elsewhere, and also of hurrying forward troops with whom either to overwhelm Townshend or to oppose the relieving army.'

The book is well printed and has an excellent index.

The following numbers of the JOURNAL are out of print:—

37 (July 1920) 38, 39, 40, 42, 43 (January 1922).

We should be glad to receive any of these numbers for certain readers who wish to purchase complete bound volumes.

*NOTES***A PAIR OF CAVALRY KETTLE-DRUMS**

THE R.U.S.I. Museum have recently had transferred from the Royal Hospital, Kilmainham, Dublin, a pair of small Kettle-drums which had been described there for many years as having belonged to the 23rd Light Dragoons, disbanded in 1819. When these drums were cleaned they were found to be emblazoned XXIII Carlow Regiment; the Carlow Militia were numbered 23. The drums have the appearance of being French, and it is possible that that regiment may have taken them from the French in 1798. The records of the Carlow Militia were destroyed by fire many years ago; it would be interesting to ascertain some information about these drums and perhaps some reader of the CAVALRY JOURNAL could obtain it.

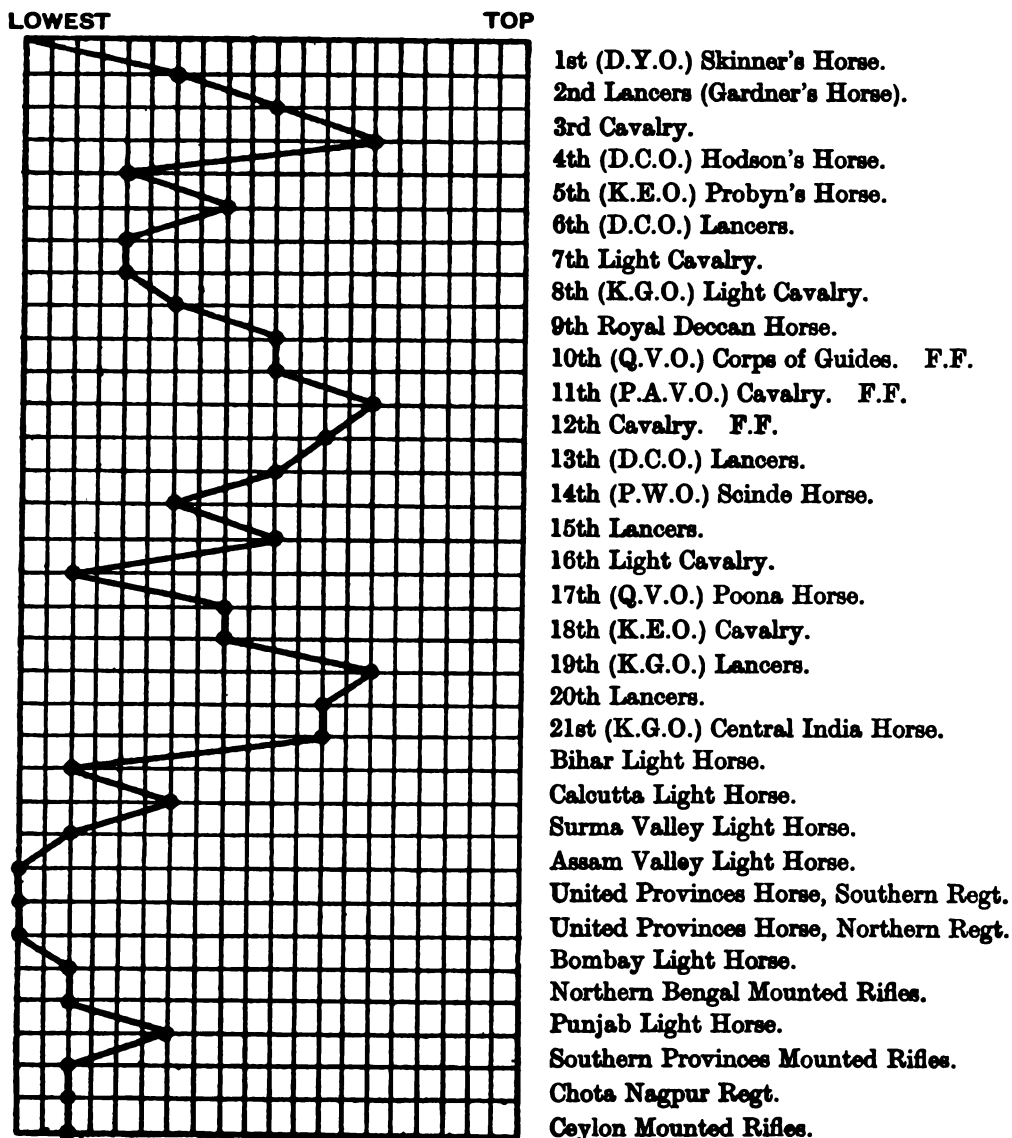
A. L.

The details of our frontispiece, representing Cornet Richardson at Dettingen, are taken from particulars of a miniature kindly supplied by Lieut.-Colonel H. S. C. Richardson, of Rossfad, Co. Fermanagh; from drawings of saddlery in the British Museum; the Standard in the United Service Institution; the French uniforms from Pascal's history; and the landscape from plans and views of the battlefield.

His Excellency Lord Byng of Vimy is patron of the Canadian Cavalry Association, and the President is Colonel J. R. Munro, 2nd Mounted Brigade, who has succeeded Brigadier-General R. W. Paterson, C.M.G., D.S.O., of the 6th Mounted Brigade.

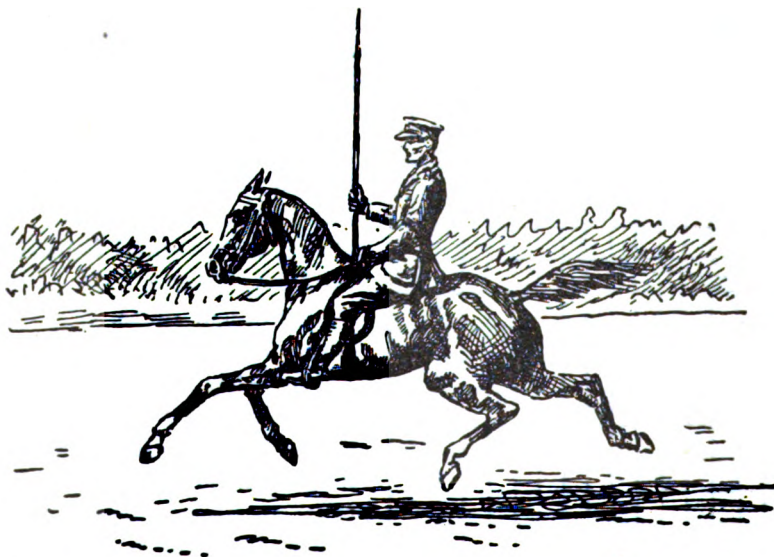
OUR READERS

The graph shows the proportional number of annual subscriptions to the JOURNAL in the 88 Indian Cavalry and Mounted Volunteer Regiments of India. Former Regimental Officers and other than annual subscribers are not included.



The strongest overseas Dominion Cavalry Regiment is the Natal Carbineers (1st and 2nd Mounted Rifles), raised in 1855. The first commanding officer was Sir Theophilus St. George, Bart. The uniform was blue with white facings, and consisted of a shell jacket, strapped overalls, helmet of felt, pith or leather with white cover and a forage cap, the whole costing two pounds. Their first active service was in 1856, when a detachment consisting of the Lieut.-Colonel, two lieutenants, two N.C.O.s and five troopers was engaged in hunting down Bushmen cattle-lifters in the Drakensberg mountains. The regiment has fought in every South African expedition since, including the conquest of German South-West and East Africa.

The holder of their cup for the best man-at-arms is Captain Gordon McKenzie, late the Carabiniers, son of Brigadier-General Sir Duncan McKenzie, former commanding officer of the Natal Carbineers, *Homo antiqua virtute ac fide*.



To the list in the January JOURNAL of members of the present House of Commons who are connected with the



STANHOPE GATE, HYDE PARK, W.
THE SITE OF THE CAVALRY WAR MEMORIAL.



MODEL OF THE FIGURE OF ST. GEORGE, BY CAPTAIN ADRIAN JONES, M.V.O.
CAVALRY WAR MEMORIAL.

Cavalry or Yeomanry must be added the name of Major Leonard G. S. Molloy, D.S.O., M.P., late Duke of Lancaster's Own Yeomanry, whom we congratulate upon his election for Blackpool Parliamentary Borough by a majority of 166.

For services in the war he was twice mentioned in despatches and received the D.S.O. Prior to the capture of Messines, the Zillebeeke dump caught fire and a Machine Gun Company tried to save the ammunition. Major Molloy, seeing that an explosion was imminent, ordered the company under cover at the double and, having seen them safe, he reached the crypt of the church as the ruins of Zillebeeke and 15,000 trench mortar bombs went up.

The following circular is being sent to all subscribers to the Cavalry Memorial Fund :—

Cavalry Club,
Piccadilly, W.1.
1923.

CAVALRY WAR MEMORIAL

The Committee have pleasure in announcing that work on the Memorial is now in hand and completion is looked for in the Spring of next year.

The site is just inside Hyde Park at Stanhope Gate, and the enclosed Plates give the general design of the figure of St. George and the Dragon, and the background, on which will be a bronze tablet with list of every Cavalry Unit of the Empire (some 150) which took part in the war.

It was not found practicable to include the names of all those who gave their lives, on the grounds both of space and cost.

In order to secure the site, which the Committee were unanimous in considering the best available, extra expenditure had to be incurred on (1) alteration of gates and railings, (2) deviation of water main. For this reason the total estimated costs exceed the Funds in hand by some

hundreds. The Committee, however, felt justified in proceeding with the work, in the confident hope that further donations would be forthcoming (a) from the many who have taken an active interest in the proposed Memorial, (b) from those Units which have not hitherto contributed.

Subscriptions should be sent to the Hon. Secretary at the above Address.

The thanks of the Committee are due to Major Victor Farquharson and Sir Henry Farnham Burke, Garter King-at-Arms, for the advice and expert assistance which they have given in the question of the Armature of St. George.

Back numbers of the CAVALRY JOURNAL, from 1906 to 1914, are on sale at 2s. post free.

Annual volumes, bound in white forril cover, with red design and lettering, also covers, price 3s. 6d., ready for binding, are available on application to the CAVALRY JOURNAL, Royal United Service Institution, Whitehall, S.W. 1.

Officers on the active list writing for the Journal may be under no anxiety as to their responsibility. Articles, previous to publication, will be revised by recognised authority.

SPORTING NOTES

RACING

A QUESTION that is agitating the racing world just now is whether a tax is to be put on betting. There is no doubt that a big income could be obtained from this source and so relieve the heavy taxation we are all suffering from. It is up to the Government to decide whether they are strong enough to annoy the cranks, anti-sports, Nonconformists, etc., and so, to a certain extent, relieve the general public. Of course, there are two sides to every question, and when two such authorities on racing as the Duke of Portland and Lord Durham write to the papers, the former for a tax, and the latter against, it is hard to say which is the best. It is certain that the French Government make a large income out of the tax on the *Pari-Mutuels* (totalizators). In most countries these machines are used, but in England there seems to be a prejudice against them. One reason is that, until after the race, you never know the odds you will get; this makes a great difference to some people. There was a race in Paris the other day with only two starters; they were both fancied and, owing to the State tax, both horses represented odds-on chances, which, of course, represented the *pari-mutuel* betting system in a very bad light. Another difficulty the Government would be up against is the position of bookmakers. At present they are rather looked on as actors were in the old days, and classified as 'rogues and vagabonds.' This is most unfair, as, take them all round, they are a very honest, loyal set of men. If a tax was put on, they and their business would have to be recognised and the bookmakers licensed. We do not think they would object, as they and their trade would be put on a legal basis. They could pay the tax if they won and deduct it if they lost. This would be fair to both sides. We do not think a man winning a fiver would grumble much if he was only paid £4 19s. Then the great difficulty would come in—how to collect the tax? A tax is very little good if it is expensive to collect. Why not take a lesson from our American cousins? During their last Cuban War they put a tax on every bottle of drink, whether alcohol or temperance. The seller was responsible for affixing a stamp of a certain value according to the sort of the drink. A few inspectors used to visit the different hotels and bars, and if they saw a bottle sold without a stamp the proprietor was prosecuted. The only expense incurred in collecting the tax was the cost of the stamps and the wages of the inspectors. They nearly paid for the war out of this tax. Well, go on the same method with betting: the book-maker would be made responsible that for every bet he made he would have to hand out a ticket with a stamp on of a certain value, according to the amount of the bet. We would also inflict a penalty on every one making a bet and not insisting on receiving a stamped card with the stamp cancelled, to stop it being

used a second time. We do not advocate betting, and look on it as a mug's game; but as long as the British Empire lasts there will be betting. All amusements are now heavily taxed and as we suppose we may class betting as an amusement, why should it escape the general penalty?

We are sorry the Grand Allies Steeplechase has been cut out of the Grand Military programme. The last two years it was quite a feature of the Meeting, and we hope it will be held again next year.

Major Featherstonhaugh has succeeded that good sportsman, the late Lord Marcus Beresford, as Manager of the Royal Stud and racehorses.

We see in a paper that the Eudunda Racing Club in South Australia has just appointed a 21-year-old girl to the position of official handicapper!

We regret to see that Major J. D. Edwards, brother of the late Mr. G. Edwards, has just died. When we first knew him he was 'vet.' to the 10th Hussars, and afterwards was appointed to the Life Guards. After leaving the Service he took to training and breeding bloodstock. The best horse he had charge of was that good stayer 'Santoi.'

Mr. F. Bibby is another great loss to the turf. He won the Grand National twice, with Kirkland and Glenside, and was a good all-round sportsman.

CHELTENHAM

The National Hunt Steeplechase

This race was brought off at Cheltenham on March 6, and, besides the excitement of the race itself, spectators had further excitement when Mr. Brown, the rider of the second, lodged an objection to the winner, Duke's Walk. There was very little doubt that the objection would be successful, as the incident occurred right opposite the stands and within a few yards of the winning post, and was seen by everyone. Duke's Walk, who at the time had the race won, somehow crossed Templescopy, so the stewards had no option but to disqualify him. It was very bad luck for the owner and Major Doyle the rider. Both these horses were trained in Coulthwaite's successful stable.

THE NATIONAL HUNT STEEPLECHASE of 1,000 sovs., added to sweepstake of 10 sovs. each; 2nd rec. 150 sovs., 3rd 100 sovs., 4th 50 sovs. Four miles.

TEMPLESCOPY, br g by Monfin, dam by Worksop—Only (Major H. C. Robinson), aged, 12st 3lb	Mr. H. A. Brown	1
ELECTRIC SPARK, b h by Henry the First—Corposant (Major R. Fenwick-Palmer), aged, 12st 3lb	Owner	2
BEDOUIIN, ch g, pedigree unknown (Lt.-Col. V. Willey), aged, 12st 3lb	Colonel Tompkinson	3
Brutus III. (Mr. G. P. Sandby), aged, 12st 3lb	Capt. Bennet	0
Cape Pigeon (Mr. J. A. G. Emmet), aged, 12st 3lb.....	Owner	0
Cinders II. (Mr. J. H. Betts), aged, 12st 3lb.....	Owner	0
Colleen V. (Mr. S. K. Gwyer), aged, 12st 3lb.....	Mr. P. Forest	0
Edgeley (Mr. J. C. Paterson), aged, 12st 3lb.....	Owner	0
Fernhill (Mr. F. Stanyer), aged, 12st 3lb.....	Major Wright	0
Fluid Magnesia (Capt. H. Whitworth), aged, 12st 3lb.....	Mr. A. Knowles	0
Keep Calm (Mr. W. H. Midwood), aged, 12st 3lb.....	Mr. C. Dewhurst	0
Laity (Lt.-Col. M. Lindsay), aged, 12st 3lb.....	Mr. D. Thomas	0
Liffeybank (Major H. R. Cayzer), aged, 12st 3lb	Mr. K. Gibson	0
Lydiates Boy (Mr. J. E. Clarke), aged, 12st 3lb.....	Mr. Prioleau	0

Nero IV. (Mr. K. Mackay), aged, 12st 3lb.....	Capt. Barton	0
Old Mick (Mr. W. Shaw), aged, 12st 3lb.....	Capt. Delmege	0
Pendulum (Mr. J. P. Scanlan), aged, 12st 3lb.....	Mr. D. O'Brien	0
Prince XI. (Mrs. E. A. Dodd), aged, 12st 3lb	Mr. Chapman	0
Santona (Major H. Swann), aged, 12st 3lb.....	Major P. Hornby	0
Scoff (Mrs. J. Putnam), aged, 12st 3lb.....	Mr. H. Delmege	0
Taugmonagh (Mr. A. Willis), aged, 12st 3lb.....	Mr. Brabason	0
Tipperkevin (Miss E. M. Wolfe), aged, 12st 3lb.....	Capt. Vivian	0
Valentine VI. (Mr. C. King), aged, 12st 3lb.....	Capt. Stook	0
Duke's Walk (Mr. R. Walker), aged, 12st 3lb.....	Major Doyle, disq.	

Betting—7 to 4 agst TEMPLESCOBY, 7 to 1 agst Liffeybank, 8 to 1 agst Brutus III., 9 to 1 agst Duke's Walk, 10 to 1 agst Taugmonagh, 20 to 1 agst Prince XI., and 25 to 1 agst any other.

Won by a length; a bad third. Bedouin was fourth and Prince XI. last. An objection to Duke's Walk was sustained, and the race awarded to Templescopy, Bedouin being placed third.

GRAND MILITARY MEETING

First Day

It was a misty morning in London and did not look promising for the first day of this meeting. The Cavalry Club, as usual, looked after the comfort of the members and in the hall vouchers and luncheon tickets were on sale. On arrival at Sandown the weather was a bit better, but all day it was hard to distinguish the colours on the far side. H.R.H. the Prince of Wales and Prince Henry attended the meeting and there was the usual crowd. The lunch in the Cavalry Club tent was excellent, and at 15 shillings a ticket, which included wine of all kinds, no one could grumble at the cost.

The racing was interesting, but in the Gold Cup a hot favourite in Clashing Arms put his backers in the cart by falling some way from the finish. This left the outsider of the field to win by 30 lengths, a 12th Lancer horse, Annie Darling, ably ridden by his owner, Mr. McCreery. The latter shapes as well between the flags as he does on the Polo ground. Another fine Polo player in Colonel Tomkinson won the Maiden Hunters' Chase on his own horse, Waterfern. That enthusiast, Colonel Paynter, took a toss just opposite the stands in the Gold Cup. His horse would have been second, but was stone cold after jumping the last fence, and under the whip swerved badly. This unbalanced Colonel Paynter, who has practically only one leg to ride with. He remounted quickly and finished fourth.

THE SELLING STEEPLECHASE of 200 sovs. Two miles.

ANTIPATER, ch g by Roi Herode—Muley Rat (Capt. J. E. Rogerson), aged, 11st 7lb (car. 11st 10lb).....	Capt. Rogerson	1
LITTLE ENGLAND, b h by Creangate—Llangarren Lass (Mr. E. A. V. Stanley) 5 yrs. 11st 10lb.....	Mr. P. Roberts	2
DICK BEHAN, ch g by Christian de Wet, dam by Cairo (Capt. J. B. Powell), aged 12st 3lb.....	Owner	3
Sequel (Mr. L. H. S. Groves) aged 11st 7lb.....	Mr. C. Davy	0
Easy Money (Mr. H. B. Harvey) aged 11st 12lb.....	Owner	0
Ben Brady (Capt. Heyman), aged, 11st 7lb.....	Owner	0

Ormskirk (Mr. E. Marsden), aged, 12st 3lb	Mr. Pulford	0
Ned Carver (Mr. E. H. Tattersall), aged, 12st 3lb.....	Mr. F. Sankey	0
South Lodge (Capt. H. De Trafford), aged, 12st 3lb.....	Owner	0

(Winner trained by Burgess.)

Betting—6 to 4 agst South Lodge, 4 to 1 each agst Ned Carver and Little England, and 10 to 1 agst ANTIPATER, or any other.

Won by three lengths; a neck between second and third. Ned Carver was fourth and Ben Brady last. Winner bought in for 200gs.

THE GRAND MILITARY GOLD CUP of 650 sovs.; winner 400 sovs. and a piece of plate value 100 sovs.; 2nd 100 sovs., 3rd 50 sovs. Three miles.

ANNIE DARLING, b m by Ardoon, dam by Rodrigue II. (Mr. R. L. McCreery), aged, 12st	Owner	1
CONDOR, ch c by Carancho—Look On (Capt. R. T. Stanyforth), 6 yrs, 12st 2lb	Owner	2
MARCOGLASS, b g by Marco—Spun Glass (Mr. A. S. Belville), aged, 12st (car. 12st 3lb)	Owner	3
Clashing Arms (Col. W. S. Anthony), aged, 13st.....	Capt. Vivian	0
Broken Wand (Col. G. Paynter), 6 yrs, 12st 7lb.....	Owner	0
Short Knock (Col. A. C. Little), aged, 12st.....	Owner	0
Baby Dear (Mr. L. H. Groves), aged, 10st 9lb.....	Owner	0

(Winner trained by Bletsoe at Ilsley.)

Betting—5 to 1 on Clashing Arms, 5 to 1 agst Broken Wand, 10 to 1 agst Condor, and 100 to 8 agst ANNIE DARLING or any other.

Won by thirty lengths; a bad third. Broken Wand was the only other to finish.

THE PAST AND PRESENT HANDICAP STEEPLECHASE of 260 sovs. Two miles and a half.

VAULX br g by Benvenuto—Bairgen Breac (Mr. C. Piggott), aged, 12st 7lb	Mr. H. A. Brown	1
DAISY CUTTER, ch g by William Rufus—Lady Daisy (Mr. R. N. Willett), aged, 11st 1lb	Owner	2
MASTER ROBERT, ch h by Moorside II.—Dodds (Lord Airlie), aged, 11st 7lb	Mr. P. Roberts	3
Wingate (Major H. Swann), aged, 11st 12lb.....	Mr. F. Brown	0
Rifleman (Lieut.-Col. F. Douglas-Pennant), 5 yrs. 11st 9lb.....	Captain Powell	0
Salve d'Or (Major G. Masters), aged, 10st 12lb.....	Mr. W. Heath	0
Icon (Capt. H. Rich), aged, 10st 13lb.....	Major Cavanagh	0

(Winner trained by C. Piggott, at Cheltenham.)

Betting—11 to 10 on VAULX, 7 to 2 agst Daisy Cutter, 6 to 1 agst Wingate 10 to 1 agst Master Robert, 100 to 8 agst Rifleman, and 20 to 1 agst any other.

Won by two lengths; three parts of a length between second and third. Rifleman was fourth and Icon last.

THE MAIDEN HUNTERS' STEEPLECHASE of 250 sovs. Three miles and a half.

WATERFERN, ch g by Sir Geoffrey—Waterleaf (Lieut.-Col. H. A. Tomkinson), aged, 12st	Owner	1
CLIFFORD HALL (Mr. C. N. Brownhill), aged, 11st 4lb.....	Owner	2
SCARLET MONK, b g by Red Friar, dam's pedigree unknown (Mr. E. A. Barlow), aged, 11st 4lb	Owner	3

Knockbawn (Mr. R. W. Hall Dare), aged, 11st 4lb.....	Owner	0
Mackatoi (Mr. C. F. Forestier-Walker), aged, 11st 4lb (car. 11st 11lb).....	Owner	0
Hortense II. (Major G. E. W. Franklyn), 6 yrs, 11st 9lb.....	Owner	0
Farily (Mr. J. de Robeck), aged, 11st 4lb.....	Owner	0
Fitz Battleaxe (Capt. R. de Warroane Rogers), aged, 11st 4lb (car. 11s 7lb)		
	Owner	0
Nano (Mr. W. F. Sankey), aged, 12st	Owner	0
Viking IV. (Major C. T. Walwyn), aged 12st.....	Colonel Little	0
Riplet III. (Mr. S. R. Wason), aged, 11st 4lb (car. 11st 10lb).....	Owner	0
Cupel (Mr. W. R. West), 6 yrs, 11st 4lb.....	Owner	0
Meltonian (Mr. G. S. L. Whitelaw), aged, 11st 4lb.....	Mr. W. Heath	0

(Winner trained privately.)

Betting—7 to 2 agst WATERFERN, 9 to 2 agst Nano, 7 to 1 agst Fitz Battleaxe, 8 to 1 each agst Scarlet Monk and Meltonian, 10 to 1 agst Mackatoi, and 100 to 7 agst any other.

Won by three lengths; a bad third. Meltonian was fourth, and Viking IV. last.

Second Day

The Meeting ended with complete success. The weather the second day was brilliant and the crowd huge. The Prince of Wales and Prince Henry were again present. A feature was the fine riding of Mr. F. Sankey, who rode the winners of the two principal Military races.

Colonel Paynter's bad luck continued, and his horse, Grenhurst, gave him a nasty fall. The horse was badly injured, but the rider was not seriously hurt.

THE UNITED SERVICES' SELLING HANDICAP STEEPLECHASE of 200 sovs. Two miles.

SERBAN, ch h by Aquascutum—Erzsike (Mr. H. A. Brown), aged, 11st 9lb		
	Owner	1
KNIGHT OF THE MINT, b o by The White Knight—Jessamint (Mr. M. D. Blair), 4 yrs, 10st 10lb.....	Owner	2
LEIGHLIN BRIDGE, b h by Glensky—Taffeta (Capt. D. Rogers), 5 yrs, 10st 10lb	Major P. Hornby	3
Carrigru (Capt. H. de Trafford), aged, 12st 7lb.....	Capt. Stanyforth	0
Antipater (Capt. J. E. Rogerson), aged, 12st 6lb.....	Capt. Rogerson	0
Captive May (Mr. P. Thrall), aged, 11st 9lb.....	Mr. R. Goad	0
The Antelope II. (Major Methven), aged, 11st 13lb.....	Col. Collis	0
Flying Winkfield (Mr. C. I. Smith-Ryland), aged, 11st 3lb.....	Major Cavanagh	0
Dick Behan (Capt. J. B. Powell), aged, 11st 1lb.....	Owner	0
First Ruler (Mr. L. H. S. Groves), aged, 10st 9lb.....	Owner	0
Athos III. (Prince Ibrahim Fazil), aged, 10st 8lb.....	Owner	0
Master Tommy (Col. R. Page Croft), aged 11st.....	Capt. Bennet	0

(Winner trained by Owner, at Atherstone.)

Betting—5 to 4 on SERBAN, 6 to 1 agst Antipater, 8 to 1 agst Dick Behan, 10 to 1 each agst Master Tommy and Knight of the Mint, and 100 to 7 agst any other.

Won by five lengths; a bad third. The Antelope II. was fourth and Carrigru last. Winner retained at 270gs.

THE GRAND MILITARY HANDICAP STEEPLECHASE of 400 sovs.; winner 300 sovs., 2nd 70 sovs., 3rd 30 sovs. Two miles and a half.

SOUTH LODGE , ch g by Silver Fox—Kitchen Maid (Capt. H. de Trafford), aged, 11st 5lb (car. 11st 7lb)	Mr. F. Sankey	1
LOCH ALLEN , br g by Lochryan—Kirstie (Capt. R. C. G. Vivian), aged, 12st 7lb	Owner	2
IRISH IDOL , ch g by Irishman—Avalanche (Lieut.-Col. D. Bingham), aged, 11st 4lb	Major Cavanagh	3
Swallow VIII. (Mr. W. Sheil), aged, 11st 2lb.....	Owner	0
St. Flavien (Major M. C. C. Harrison), 6 yrs, 11st 1lb (car. 11st 2lb).....	Owner	0
Condor (Capt. R. T. Stanyforth), 6 yrs, 11st.....	Owner	0

(Winner trained by W. Payne, at Epsom.)

Betting—11 to 10 agst Loch Allen, 7 to 4 agst SOUTH LODGE, 8 to 1 agst Condor, and 100 to 7 agst any other.

Won by a short head; a length and a half between second and third. Condor was the only other to finish.

THE TALLY HO HUNTERS' STEEPLECHASE of 250 sovs. Three miles.

CLONHUGH , ch g by Llangibby—Calade (Major C. T. Walwyn), aged, 11st 7lb	Mr. F. Sankey	1
CARADOC II. , b g by Ben Wyvis—Lady Hatteraick (Lieut.-Col. J. H. Gibbon), aged, 12st 9lb	Owner	2
PAMPONYX , bl g by Willonyx—Pampas Grass (Capt. E. J. L. Speed), aged, 12st	Capt. Vivian	3
Crimson Rambler VI. (Major M. C. C. Harrison), aged, 10st 13lb Capt. Dudgeon		0
Laddoux (Capt. H. B. Latham), aged, 11st 2lb.....	Owner	0
Waterfern (Lieut.-Col. H. A. Tomkinson), aged, 11st 7lb.....	Owner	0
Lady Stuff (Mr. M. Beresford), 6 yrs, 10st 4lb	Owner	0
Treasure Trove (Mr. C. S. Lancaster), aged, 10st 4lb (car. 10st 13lb).....	Owner	0
Paddy Ryan (Lieut.-Col. A. K. Main), aged, 11st.....	Major Cavenagh	0
Grenhurst (Col. G. Paynter), aged, 11st 11lb.....	Owner	0
Fitz Battleaxe (Capt. R. de W. Rogers), aged, 10st 4lb (car. 10st 9lb)	Mr. Brownhill	0
Kilcock (Major T. H. Sebag-Montefiore), aged, 10st 4lb.....	Mr. W. Heath	0
Speedy Minstrel (Mr. H. Lumsden), aged, 10st 10lb.....	Owner	0

(Winner trained by J. Nightingall, Epsom.)

Betting—5 to 2 agst Waterfern, 9 to 2 agst Laddoux, 11 to 2 agst CLONHUGH, 7 to 1 agst Grenhurst, 8 to 1 agst Caradoc II., and 100 to 7 agst any other.

Won by four lengths; two lengths between second and third. Speedy Minstrel was fourth and Treasure Trove last.

THE MAIDEN STEEPLECHASE of 350 sovs. Three miles and a half.

MAZAR , b g by Simon Square—Nocturnia (Major T. F. Cavenagh), 6 yrs, 12st 10lb.....	Owner	1
VIKING IV. (Major C. T. Walwyn) aged, 12st 5lb.....	Mr. W. Heath	2
CIVVY LIFE , ch g by Othello—Wrong Un (Mr. H. Lumsden), 6 yrs, 12st 10lb	Owner	3
Mackatoi (Mr. C. F. Forestier-Walker), aged, 12st 10lb.....	Owner	0
Live and Learn (Major C. E. Walker), aged, 12st 5lb	Mr. Gaze	0

(Winner trained privately.)

Betting—11 to 10 agst Civvy Life, 3 to 1 agst MAZAR, 5 to 1 agst Live and Learn and Viking IV., and 10 to 1 agst Mackatoi.

Won by a length and a half; three lengths between second and third.

THE GRAND NATIONAL

It was a pity the light was so bad that only a few of the jumps could be seen from the stands. Twenty-eight horses started and seven finished the course. Arravale again had bad luck, two horses swerving across him at one of the jumps, which he failed to clear. Conjuror II. people imagine would have won if he had not been interfered with at one jump, which caused him to lose a lot of ground. Eventually he was third, only nine lengths from the winner. The veteran Sergeant Murphy won for his American owner, which was a great triumph for Blackwell, the Newmarket trainer. It is many years since a horse trained at Newmarket won this race. Shaun Spadah, the winner of the race in 1921, carried his big weight of 12 st. 7 lbs. into second place, a very fine performance. We have seen over thirty Nationals, and it is the greatest disappointment of the year if we are prevented seeing it as happened this year.

GRAND NATIONAL STEEPLECHASE (HANDICAP), £7,925.
4 miles 856 yards.

SERGEANT MURPHY, ch g by General Symons—Rose Graft (Mr. S. Sanford), 13 yrs, 11st 3lb.....	Capt. Bennet	1
SHAUN SPADAH b g by Easter Prize—Rusialka (Sir M. McAlpine), 12 yrs, 12st 7lb.....	F. B. Rees	2
CONJUROR II., b g by Garb Or, dam by Juggler (Major Dewhurst), 11 yrs, 11st.....	Mr. Dewhurst	3
Turkey Buzzard, b h by White Eagle—Therapia (Mrs. H. Hollins), 10 yrs, 12st 6lb	F. Brookes	0
Square Dance, b h by Simon Square—Flora Dance (Mr. H. Curtis), 11 yrs, 12st	L. B. Rees	0
Taffytus, b g by Eavesdropper—Faithful Lassie (Mr. J. Bulteel), 10 yrs, 11st 7lb	T. Leader	0
Duettiste, b g by Ethelbert—Dulcibella (Mr. J. Widener), 10 yrs, 11st 7lb Escott	Major Wilson	0
Trentino, br g by Frontino—Enchanted Queen (Major W. N. Hillas), 8 yrs, 11st 7lb	J. Hogan, junr.	0
Max, br g by Zria—Bauble (Mrs. Croft), 7 yrs, 11st 5lb.....	J. R. Anthony	0
Forewarned, b h by Foresight—Uneekah (Mr. W. Bankier), 8 yrs, 11st 5lb	Mr. P. Whitaker	0
Arravale, b h by Ardoon—Lady Ina (Mr. C. Baron), 8 yrs, 11st 2lb	M. Tighe	0
Punt Gun, b g by Fowlingpiece—Pernmiller (Mrs. J. Putnam), 10 yrs, 11st 1lb	D. Colbert	0
Madrigal, br g by Maiden Erlegh—Palm Tree (Mr. H. Barry), 6 yrs, 10st 12lb	W. Watkinson	0
Drifter, br g by The Raft—Katie Darling (Mr. J. Widger), 9 yrs, 10st 10lb	A. Stubbs	0
Eureka II., ch g by Frustrum—Red Damsel (Lord Woolavington), 6 yrs, 10st 10lb	Mr. C. Chapman	0
My Rath, b g by Succoth—Bit of Thought (Mr. P. Ivall), 11 yrs, 10st 8lb	I. Morgan	0
Ammonal, ch h by Oppressor—Tippytoes (Mrs. F. Lloyd), 6 yrs, 10st 7lb	Mr. D. Thomas	0
Pencoed, br g by Creangate—Peahen (Lieut.-Col. F. Lort-Phillips), 8 yrs, 10st 3lb	C. Donnelly	0
The Turk II., br g by Turk's Cap—Ethel's Darling (Mr. T. Arthur), 13 yrs, 10st 2lb		

Cinders II., gr g, pedigree unknown (Mr. J. Betts), 11 yrs, 10st 2lb...	M. Williams	0
Canny Knight, b g by The White Knight—Ceannacroc (Mr. A. Scott), 9 yrs, 10st	A. Vause	0
Masterful, b g by Hastings—Madcap (Mr. F. Keene), 10 yrs, 10st	Mr. P. Roberts	0
Navana, b m by Master Magpie, dam by Tredennis (Mr. C. Kenyon), 9 yrs, 10st.....	F. Mason	0
Libretto, ch h by Book—Bonne Espoir (Mr. A. Cochran), 8 yrs, 10st	G. Parfremment	0
Liffey Bank, ch g by Bergomask, dam by Gay Reveller, aged, 10st (carries 10st 7lb)	Mr. K. Gibson	0
Pam Nut, b g by Pam—Broken Reed (Capt. T. McDougall), 10 yrs, 10st	S. Duffy	0
Gardenrath, b g by Pam—Punnett (Mr. J. Rogers), 8 yrs, 10st.....	Whelehan	0
Cinzano, br g by Dalmellington—Yvonne de Feyrolles (Mr. J. Kemp), 8 yrs, 10st	F. Brown	0

(Winner trained by G. Blackwell, at Newmarket, and bred by Mr. G. L. Walker.)

Starting prices—11 to 2 agst Forewarned, 10 to 1 agst Arravale, 100 to 8 each agst Libretto and Taffytus, 100 to 6 each agst SERGEANT MURPHY, Conjuror II. and Square Dance, 20 to 1 each agst Shaun Spadah, Punt Gun and Drifter, 25 to 1 agst Max, 33 to 1 agst Turkey Buzzard, 40 to 1 each agst Duettiste, Eureka II. and Ammonal, 66 to 1 each agst Trentino, My Rath, Gardenrath, Madrigal and Navana, 100 to 1 bar 20.

The Race.—The race was run in heavy mist. After two breakaway Shaun Spadah led from Arravale, Taffytus, Drifter, Forewarned, Turkey Buzzard, Cinzano, Libretto, Navana, and Duettiste, with Cinders II. last. Navana fell at the first fence, and approaching Becher's Taffytus, Eureka II. and Duettiste came to grief. Arravale was forced to jump the wing of Becher's, and was forthwith out of the race. First over Becher's was Sergeant Murphy, followed by Liffey Bank, Madrigal, Drifter, and Pencoed, and at the Canal turn the order was Sergeant Murphy from Drifter, Madrigal, Pencoed, Trentino, and Shaun Spadah. Pam Nut and Libretto came down at the next two fences, and Turkey Buzzard fell at the obstacle before the water, over which Drifter came in front of Sergeant Murphy, Shaun Spadah, Pencoed, Punt Gun, Conjuror II., Forewarned, Trentino, Square Dance, Max, Cinders II., and Cinzano. After a long interval came the remainder. Navana was then pulled up, as was Madrigal at the fence before the water. At Becher's the second time Sergeant Murphy was leading from Pencoed, Cinzano, Conjuror II., Punt Gun, Shaun Spadah, and Drifter. Forewarned having fallen at the fence preceding. At Valentine's the second time Pencoed joined Sergeant Murphy, the pair being followed by Conjuror II., Shaun Spadah and Max. Shortly afterwards Pencoed came to grief, and into the straight Sergeant Murphy led from Conjuror II. and Shaun Spadah, and won comfortably by three lengths from the last-named, who took second place at the last fence. Conjuror II. was third six lengths behind, Pun Gunt was fourth, Drifter fifth, Max sixth, and Cinders II. seventh. Masterful broke a fetlock. Time by Benson's chronograph, 9 min. 36 sec.

POINT TO POINT RACES]

H.R.H. the Prince of Wales has started the Point to Point season well. At the Brigade of Guards meeting he won the Welsh Guards Race, beating the Colonel of the regiment by a short head. In the Grenadier Guards Race he was beaten by one length. This might have been different if the Prince had not dropped his whip in the early part of the race.

This reminds me of a story that went the rounds last year. A sycophant was congratulating a royal rider on winning a race, rather making a point that it was won by fine riding. The answer was short if not sweet: 'Rider be ———, the horse is a ——— good one!!'

1st Cavalry Brigade

The 1st Cavalry Brigade Point-to-Point Meeting took place at Dippenhall, Aldershot, and despite the fact that the 3½-mile course was badly waterlogged in places, some very interesting sport was provided. Prince Henry competed in the combined light and heavy-weight race confined to the 10th Hussars, but after covering about a mile of the journey his horse slipped and fell.

13TH/18TH HUSSARS' SUBALTERNS' CUP, 12st 7lb.

Mr. B. J. E. Lawton's MELTONIAN, 13-7	Mr. Welstead	1
Mr. D. O. Blake's MELBA.....	Owner	2
Mr. W. W. Davies's CRUSADER	Owner	3

Won easily; ten lengths between second and third. Six ran.

ROYAL DRAGOONS' LIGHT-WEIGHT CHALLENGE CUP, 12st 7lb.

Col. H. A. Tomkinson's SCHOOLBOY	Owner	1
Major R. Houstoun's MARCHAM	Owner	2
Mr. P. L. Wilson's LOPPY	Owner	3

Won by four lengths; eight lengths between second and third. Eleven ran.

10TH HUSSARS CHARGERS' RACE (heavy-weights 14st, light-weights 12st 7lb). Run from one start.

Mr. C. B. Harvey's GREY TIT	Owner	1
Mr. H. J. Mylne's JUPITER	Owner	2
Mr. C. B. Church's SKINNY LIZZIE	Owner	3

Major D. Richardson's DICK II. (Owner), running fourth, won the Heavy-weight Race.

Won by a distance; three lengths between second and third. Eleven ran.

13TH/18TH HUSSARS' REGIMENTAL CHALLENGE CUP, 13st.

Mr. D. O. Blake's BANCO, 13-7.....	Owner	1
Col. R. H. Osborne's PAX VOBIS, 14-0	Owner	2
Mr. S. A. Stirling's THE KIRK.....	Owner	3

Won by a length; a bad third. Nine ran.

ROYAL DRAGOONS' HEAVY-WEIGHT CHALLENGE CUP.

Mr. W. H. Gossage's MAJESTY.....	Owner	1
Mr. W. W. Scott's BUBBLES.....	Owner	2
Mr. C. L. Wilson's NONSTOP.....	Owner	3

Won by a length; ten lengths. Nine ran.

NOMINATION RACE (open to Aldershot Command, Royal Military and Staff Colleges, and Hampshire Hunt), 12st 7lb.

Captain S. Clarke's BALLYCOGHAM.....	Owner	1
Capt. R. T. Stanyforth's RANDY DICK.....	Owner	2
Mr. H. Lumsden's ROYALTIES	Owner	3

Won by three lengths; five lengths. Eighteen ran.

BEAUFORT HUNT POINT-TO-POINT

Beaufort Hunt

The Prince of Wales rode in two races at this meeting, which included the 12th Lancers' Race, in which the Prince was third. In the Open Race he ran Kinlark (ridden by Major Metcalfe), the Australian horse presented to the Prince while in Australia.

Twelfth Lancers' Race.—Major Charrington's Magadi (Owner), 1; Major Bryant's Wyman (Captain Rawnsley), 2; the Prince of Wales's Just an Idea (Owner), 3.

Open Race.—Major Cayzer's Moving Picture (Garth), 1; Mrs. Pitman's Piano Player (Beaufort), 2; the Prince of Wales's Kinlark (Major Metcalfe) (Beaufort), 3.

In the Midlands.

The 1st and 2nd Life Guards held their Point-to-Point Races at the Pytchley Hunt Meeting. Colonel Malise Graham, who has just been given command of the 10th Hussars, won the Pytchley Hunt Heavy-weight Race and was third in the Light-weight Race.

PYTCHLEY HUNT LIGHT-WEIGHT RACE.

KAYENNE (Mr. W. J. Heath)	Owner	1
WRACK (Capt. de Fonblanque)	Owner	2
RED SEAL (Col. M. Graham).....	Owner	3

Seventeen ran.

LIFE GUARDS LIGHT-WEIGHT RACE.

HARLOW (Capt. Speed)	Owner	1
CAPE'S PIGEON (Mr. J. Emmett)	Owner	2
JONATHAN (Lord Manton)	Owner	3

Nine ran.

PYTCHLEY HUNT HEAVY-WEIGHT RACE.

BALLYHOURA (Col. Malise Graham)	Owner	1
ANDROEL (Capt. K. F. Dunn).....	Owner	2
AEROPLANE II. (Capt. G. H. Drummond)	Owner	3

Thirteen ran.

1ST AND 2ND LIFE GUARDS' HEAVY-WEIGHT RACE.

BALLYRAFTON (Mr. J. A. Emmett)	Owner	1
BLACKBIRD (Lord Manton).....	Owner	2
BROWN SHERRY (Mr. B. A. Ogilvy).....	Owner	3

Seven ran.

The 10th Hussars held their Point-to-Point Races in connection with the Bicester Hunt Meeting. Major Vaughan won the Light-weight and Captain Guthrie the Heavy-weight Race.

Second Cavalry Brigade

The point-to-point races of the Second Cavalry Brigade, comprising the 12th Lancers, 15th-19th Hussars, and 17th-21st Lancers, were held over a course laid out on Mr. Frank Sutton's land at Penton, near Andover, with the following results:—

12TH ROYAL LANCERS RACE FOR THE NEIL HAIG CHALLENGE CUP.

BUTTERWICK (Mr. J. A. Lord).....	1
FOXTROT (Mr. R. L. McCreery).....	2
SATAN (Major C. E. Bryant).....	3

15TH/19TH HUSSARS REGIMENTAL RACE FOR THE BEWICKE CUP.

PETER (Sir Henry Floyd).....	1
MONTAVA (Mr. T. F. Meyrick).....	2
CROPPY BOY (Lieut.-Col. the Hon. J. D. J. Bingham).....	3

NOMINATION RACE FOR THE PITMAN CUP.

RED SAPPHIRE (Capt. Leaf)	Beaufort	1
DABCHICK (Mr. Williams).....	Four Burrow	2
ETHEL (Capt. Lloyd)	V. W. H. Cricklade	3

17TH/21ST LANCERS REGIMENTAL RACE FOR THE BERESFORD CUP.

KILBAY (Lieut.-Col. D. H. Talbot)	1
MELTON (Capt. R. St. L. Fowler).....	2
ROCKET (Mr. H. C. Welford)	3

12TH ROYAL LANCERS REGIMENTAL RACE (CHALLENGE CUP).

PROSPECT (Lieut.-Col. O. W. Brinton).....	} Dead heat
WEYMAN (Major C. E. Bryant).....	
MONSOON (Major J. A. Lord)	

The Equitation School, Weedon

The officers were successful in the Pytchley Point-to-Point, being first, second and third in the Light Weight; first (Lt.-Colonel Malise Graham, 10th Royal Hussars) and second in the Heavy Weight, and Captain de Fonblanque, Royal Artillery, won the Grafton Nomination.

The Army Annual Point-to-Point Steeplechases

The above meeting was held at Arborfield Cross, near Reading, on March 27. The weather was all that could be desired and the going was excellent. As will be seen, Cavalry Officers won three out of five races, and supplied the second in the Prince of Wales's Challenge Cup. Falls were numerous, the Prince of Wales taking a ducking in the water jump. Three Officers also broke their collar bone.

THE PRINCE OF WALES'S CHALLENGE CUP for five-year-olds, the property of the Government, chargers hired by Officers now serving in the Regular Army, Navy, or Air Force that have been regularly and fairly hunted this season, to be ridden in hunting dress by Officers qualified to enter; 12st 7lb. About four miles.

PIPPEN (Mr. W. J. R. Bedford R.F.A.), aged.....	Owner	1
MAGADI (Major H. V. Charrington, 12th Lancers), aged	Owner	2
FOXTOI (Lieut.-Col. A. C. Little, King's Dragoon Guards), aged.....	Owner	3

Also ran: Capt. E. H. Mann's Irish Jock, Capt. A. G. Neville's Hawthorn, Lieut.-Col. E. J. Skinner's Kitty, Mr. A. Heywood Lonsdale's Badger II., the Hon. R. C. Cubitt's Limerick IX., and Major F. Anderson's Glory.

Won, after a fall midway, by six lengths; 14 lengths separated second and third.

EARL BEATTY'S CHALLENGE CUP (14st). Other racing conditions as for the Prince of Wales's Challenge Cup.

PEGGY (Major H. Charrington, 12th Lancers), agedOwner 1
Mr. H. L. V. Beddington's Og was the only other horse which started.

EARL HAIG'S CHALLENGE CUP for Government chargers, hired by Officers now serving in the Regular Army that have been regularly and fairly hunted this season, to be ridden in hunting dress by Officers by whom the horses are hired; 13st. About four miles.

GREY TICKET (Mr. C. B. Harvey, 10th Hussars), agedOwner 1

KAYENNE (Mr. G. W. Heath, Equitation School), agedOwner 2

SALLY (Major D. Scott, R.F.A.), agedOwner 3

Also ran: Lieut.-Col. A. C. Little's Solomon, M. W. H. Gossage's Majesty, Capt. B. de Fonblanque's Wrack, Mr. C. F. Forestier-Walker's Lunatic, Major A. H. Evans Gwynne's Lusk, Lieut.-Col. R. C. William's Kitty, and Mr. D. V. McBarne's Toby.

Won by four lengths; seven lengths separated second and third.

EARL OF CAVAN'S CHALLENGE CUP, for five-year-olds, the property of, or Government chargers hired by, Officers now serving or who have held permanent commissions in the Regular Army, Navy, or Air Force, that have been regularly and fairly hunted this season, to be ridden in hunting dress by Officers qualified to enter who have never ridden for hire; 13st. About four miles.

MERRIE ENGLAND (Major-General J. Vaughan).....Owner 1

THE LEAR (Captain Alastair Campbell (Argyll and Sutherland Highlanders)
Owner 2

JERRY GO NIMBLE (Colonel Commandant F. Ramsay, 6th Infantry Brigade)
Owner 3

Also ran: Prince Henry's Ocean III. and Lieut.-Col. R. H. Osborne's Pax Vobis.
Won by five lengths; a bad third.

NOMINATION RACE for horses the property of members and subscribers to the Garth, South Berks, Hampshire, Vine, and Chiddingfold, Hants, Bucks and Berks Staghouids, Aldershot Staff College and Household Brigade Drag Hounds and of Officers whose regiments subscribe to those packs, to be ridden in hunting dress by those qualified to enter who have never ridden for hire; 13st. About four miles.

PILOT (Lieut. P. V. Williams, R.H.A.), agedOwner 1

THE MISSUS (Major D. Scott, R.F.A.), agedOwner 2

Also ran: Major T. Carlyon's Glenlyon II. Mr. D. Downay's Centurion and Mr. H. Lumsden's Royalty. Won by a distance. Only two finished.

HUNTING

The Hunting Season is now over and on the whole most hunts have done well. Latterly floods have interfered with the sport in some parts and a few hunts have been prevented from going to parts of their country owing to foot and mouth disease.

It is stated that if the Whaddon Chase Hunt Committee persist in Lord Dalmeny being Master of the Hounds, another pack will be brought into the northern part of the country. Another pack of hounds has been offered and will be purchased. Also arrangements have been made for the stabling and kennels. The whole of the necessary money is forthcoming if required. Hopes, however, are entertained in some quarters that the committee will decide

to accept the compromise of electing someone outside the Hunt as Master. This is really the only possible and most sensible way out of the difficulty.

A number of armed men held up the meet of the Queen's County Hunt at Blandsfort and seized three horses. National troops, searching the district, soon afterwards recovered the horses, and arrested a man named Quinn, who had escaped from Kilkenny Gaol about three months before.

POLO

Polo Rules—Revisions Agreed to by America

In future polo will be played under the same rules in the United States as elsewhere in the world, for the American Polo Association and the Hurlingham Club have agreed to a new code to replace those of the two bodies named. This new code does not greatly differ from the Hurlingham rules it replaces, except in the matter of ordering and regrouping under two heads, 'general' and 'field' rules, some in each division dealing with material, *personnel*, and the game respectively.

The principal innovations in the new rules are the reduction of the 50 yards' penalty hit for crossing, etc., to 40 yards, and the institution of a new penalty, allowing one goal to the side fouled, if in the opinion of the umpire a player commits a dangerous foul in order to save a goal.

Another American penalty adopted is that relating to the 40 yards' free hit. If the umpire considers that the free hit would have resulted in a goal, but is stopped by the side fouling coming out from between the goal posts, or crossing the back-line before the ball was struck, such shot will count as a goal to the side fouled.

Dangerous Foul

A new penalty permits the umpire to exclude a player from the game, in addition to any other penalty, in case of a deliberate, dangerous foul, or conduct prejudicial to the game. Another new rule leaves it to the umpire's discretion not to stop the game for the purpose of inflicting a penalty if he thinks that to do so would be a disadvantage to the side fouled.

Ponies of any height may be played. The maximum duration of play in a match shall be seven periods of eight minutes each, with intervals of three minutes after each period, no deduction being made for overtime; but the number of periods played in a match shall be at the discretion of the local authorities concerned.

There is a rumour going round that the Hurlingham Club may be turned into a limited company. We sincerely hope there is no truth in this, and as a member since 1883 we must protest. Polo, the world over, would not like to be governed by a limited company out to make money, and we are sure it would be the end of Hurlingham as governing body. What Hurlingham has wanted for many years has been a good business man to run the place on sound economical lines and also one who would make it more attractive to its members.

In the last issue we stated that the Monmouthshire Polo Club was the oldest of the County Clubs. This was a mistake, as the Liverpool Polo Club

was started the same year, 1872. The latter Club, after a long and successful life, has not been started again since the war.

KENNEL

We must congratulate *The Field* newspaper on starting a fund for distemper research. They are backed by the Masters of Hounds Association and nearly all the leading men in England and abroad who take an interest in dogs. It would be a great thing if they could discover a certain cure for distemper. They ask for subscriptions over a period of three years, as this kind of thing cannot be discovered in a few minutes. Most of the leading doctors and veterinary surgeons are also giving their support and a very strong body of the right men are behind it. The Masters of Hounds Association and the Kennel Club have each promised £100 a year for three years. Most packs of Hounds are subscribing, also many owners of kennels of dogs. The International Gundog League, the Labrador Club and the Western Counties and South Wales Working Retriever Society have all guaranteed a three years' subscription. We expect the money will be forthcoming, so it is up to the professors to find the cure. Full particulars can be obtained from Sir Theodore Cook, Editor, *The Field*, Windsor House, Bream's Buildings, London.

Owing to the death of Lord Ludlow a sale of his Kennel of Labrador Retrievers was held at Aldridge's at the end of the shooting season. A few other dogs were also sent to the sale, which, for the time of year, was a great success. If it had been held in July higher prices would have been obtained as gundogs at this time of year have not much to do until shooting starts again next August. Two of Lord Ludlow's retrievers fetched 135 guineas and 110 guineas, and another property fetched 61 guineas. Not bad prices for the non-shooting season.

Cruft's Dog Show was a great success, and H.M. the King again took prizes with his Labrador Retrievers.

A TAME PARTRIDGE

A short time ago we paid a visit to a friend in Kent. After lunch it was arranged to go round the farm. The host appeared with a retriever, an Irish terrier and an Indian partridge (*chikor*). The partridge followed us about all over the place. If his owner made a peculiar call the bird immediately answered. On return to the house a basket was produced, into which the bird immediately got. The basket and bird were kept in the dining-room, and he has now lived there for 2½ years. In India these partridges are trained to fight the same as a quail. It was funny to see him going for his owner's hand if waved about just off the ground. He drew blood twice in a very short time.

THE IMAGE OF WAR

Apropos of the interesting and imaginative article by Colonel Jocelyn in the January number, Xenophon, the warrior and historian, likewise a keen horseman, thus gave his opinion of hunting—that it tended to make men hardy, both in body and mind, and thence to form the very best soldiers, the chase bearing a closer resemblance to war than any other amusement; that it habituated men to bear fatigue and the inclemencies of the weather, kindled

their loftier feelings, awoke their courage, and nerved their limbs, which also from exercise became more pliant, agile and muscular; that it increased the powers of all the senses, kept away dull care and melancholy thoughts, and thus, by promoting both mental and physical health, produced longevity, and retarded the subduing effects of old age. *Vive la chasse!*

FRANCE

French Government Subsidies for Sport

That sports are taking a larger and larger place in the life of the French people is shown by the fact that in the 1922 Budget 6,590,000 francs were set aside for the purpose of providing subsidies for various sporting federations and for the erection of gymnasiums, swimming baths, stadiums, football grounds, etc.

A recent judgment in the Paris Courts exempts athletic associations from the payment of entertainment tax for their meetings. We wish the same could be done in England.

INDIA

Racing

CHATTY BIT.

Mr. Leetham, of the 11th Hussars, owns a very useful steeplechase horse in Chatty Bit. Lately at Lucknow he has won the Punchestown Chase and the Lucknow Grand National, a good double. Since then he has won the Plassy Chase at Calcutta.

This takes us back many years. We were hunting from the Swan Hotel, Tarporley. Mr. Cox, who afterwards became famous on the Turf under the name of Mr. Fairie, was also staying there. One Sunday he asked us to come and see a new hunter he had just got from James Daly. He was a beautiful

horse in every way. Unfortunately, Mr. Cox liked a very quiet horse to ride, and as this one was a bit of a handful he was returned to Daly. This horse afterwards came into the possession of Mr. Leetham's father, the late Captain W. Leetham, 5th Dragoon Guards. Under the name of Roman Oak the horse won many steeplechases and was one of the best of his time.

We exceedingly regret to hear of the fatal motor-car accident at Meerut to Miss Verelst, sister of Captain Verelst, 11th Hussars, and daughter of a former C.O. of the regiment. A very sad affair!

The Imperial Delhi Horse Show

The Imperial Delhi Horse Show was held on January 17 and two following days. It is the biggest Horse Show ever held in India, and it is hoped to make it an annual affair. It was a great success and was largely supported by Indians of all classes, both as spectators and exhibitors. There were 53 classes and it took the judges all their time to get through in the three days. The Musical Ride of the 11th Hussars performed each day. Jumping and Tent-pegging were features of the Show.

If the Show succeeded in nothing else it demonstrated the amazing progress made in recent years by the country-bred. This particular class, or rather breed, more or less swept the boards, amongst which may be cited the open jumping and champion high jump as individual performances; whilst the exquisitely turned out and perfectly executed musical ride by the 11th Hussars was mounted entirely on country-breds.

Section Jumping, Indian Ranks.—17th Q.V.O. Poona Horse won and gave a very finished display.

Individual Jumping, Indian Ranks.—Won by 18th Cavalry.

Pigstickers.—Colonel Pregnell's (4th Hussars) Rush, 1.

Section Jumping, British Ranks.—11th Hussars got round the stiff course without a single mark being deducted. 4th Hussars were second.

Troop Horses, British Units.—11th Hussars, 1; Cavalry School, Saugor, 2.

Jumping.—Cavalry School, Saugor, 1; 11th Hussars, 2.

High Jump.—Cavalry School, Saugor, 1; 11th Hussars, 2.

Individual Jumping, British Ranks.—4th Hussars, 1 and 2.

Indian Officers' Chargers.—5th Probyn's Horse, 1.

The above are a few of the awards won by Cavalry Regiments.

Polo

The Indian Polo Association Championship.—This tournament was brought off at Calcutta last Christmas, with the following results:—

7th Hussars (subalterns)	} The Queen's Bays	}	The 16th Lancers	}	H.E. Viceroy's Staff.
Queen's Bays					
4th Dragoon Guards	} 16th Lancers	}			
16th Lancers					
11th Hussars	} The Tigers	}		H.E. Viceroy's Staff	
The Tigers					
H.E. Viceroy's Staff	} H.E. Viceroy's Staff	}			
Assam Valley Lt. Horse					

The winning team was composed of Captain Lawrence, Major Lucas, Major Atkinson and Nawabzada Hamidullah.

The Ezra Cup (Open Handicap) was won by the 7th Hussars Subalterns, who beat the Viceroy's team in the final.

7th Hussars : Lord Porchester, Mr. F. W. Byass, Mr. R. B. Sheppard and Mr. H. P. Muirhead.

Polo at Saugor

The Baldock Handicap Polo Tournament was played off at the Cavalry School, Saugor, on the 19th, 21st and 23rd February. Five teams competed and some good fast polo resulted in a win for the Staff team in the final against 'A' ride.

TEAMS

<i>Staff.</i>		<i>'A' Ride.</i>	
	Hcp.		Hcp.
1. Capt. Harris, 2nd Lancers	... 1	1. Capt. Thompson, 19th Lancers	Scr.
2. Capt. Williams, M.C., C.I.H.	... 8	2. Capt. Scott, 6th Lancers	... 2
3. Capt. Crichton, M.C., 3rd Cavalry	2	3. Lieut. Watson, The Bays	... 1
Back. Capt. Wordsworth, 6th Lers.	4	Back. Lt. Graham, R.H.A.	... 2
	<hr/> 15		<hr/> 5

<i>'B' Ride.</i>		<i>'C' Ride.</i>	
1. Lieut. Blakiston-Houston, 11th Hussars	... 1	1. Capt. Denehy, M.C., 32nd Lancers	... 1
2. Capt. Gradidge, Guides Cavalry	1	2. Lieut. Robinson, 4th Hussars	... Scr.
3. Lieut. Dalrymple-Hay, 2nd Lancers	2	3. Capt. Davidson, M.C., 5th Horse	3
Back. Capt. de Wilton, 3rd Cavalry	2	Back. Lieut. Hope, P.A.V.O., Cavalry	... 1
	<hr/> 6		<hr/> 5

'D' Ride.

	Hcp.
1. Lieut. Wansborough-Jones, C.I.H.	2
2. Capt. Cumming, 4th Horse	... 2
3. Lieut. Draffen, The Bays	... Scr.
Back. Capt. Bunbury, 20th Lancers	1
	<hr/> 5

Results—1st Round.—'A' Ride, 7 goals v. 'D' Ride, 1 goal. *Semi-Finals.*—'A' Ride, 4 goals, v. 'B' Ride, 3 goals; Staff, 8 goals, v. 'C' Ride, 6 goals.

Final.—Staff v. 'A' Ride. 'A' Ride started with 5 goals on the handicap.

FINAL SCORES.—Staff, 9 goals; 'A' Ride, 6 goals.

At the conclusion of the games the handsome Challenge Cup was presented to the winners by Mrs. Sangster and miniatures to each member of the team.

The Cavalry School Race Meeting at Saugor

The Cavalry School held their second Gymkhana Meeting on 22 February. There were five events on the card, which provided good sport.

First Race.—A distance handicap for horses regularly ridden by Indian non-commissioned officers (Staff and students) of the Cavalry School. Catch-weights (11 st). Distance, 6 furlongs.

HOIRA (Daffadar Pirthi Singh), 10 yds.	Owner	1
BLACK BEAUTY (Daffadar Mumtaz Ali), 45 yds.	Owner	2
KABUTRI (Daffadar Abdulla Khan), scratch.....	Owner	3

Also ran : Kabutri, Jhankar, Tony and Reroo.

Second Race.—For horses that have never won a race of any description, value over Rs. 200. English and Colonial, 11st 7lb.; country-breds, 10st. 7lb.; Arabs, 9st. 7lb. Winner of a race value Rs. 49 or over (once), 4lb., (more than once), 14lb. Distance, 6 furlongs.

SHEILA (Mrs. Graham), 11st 7lb.....	Capt. Williams	1
CORPORAL TRIM (Mr. P. L. Graham), 11st 7lb.....	Owner	2
STALKY (Mr. J. F. Howitt), 11st 7lb	Owner	3

Also ran : Chameli, The Tez, Banoo, and Camel.

Third Race.—A handicap for horses regularly ridden by Indian Officers (Staff and students) of the Cavalry School. Distance, the racecourse.

CHITA (Jemadar Dadan Khan), 10st 10lb.....	Owner	1
YESWANT (Jemadar Ravubha), 11st	Owner	2
RATHOR (Risaldar Kalyan Singh), 10st	Owner	3

Also ran : Bedford, Mor, Kabutar, Ladoo, and Jhaptoo.

Fourth Race.—THE BALDOCK CHASE.—A steeplechase for horses of Officers of the Cavalry School (Staff and students). Catch-weights, 12st. Distance, 1½ miles.

SULTAN (Mr. H. Wansborough-Jones).....	Owner	1
WHITEHEAT (Captain S. M. de H. Whatton)	Owner	2
TOMMY (Mr. J. Watson).....	Owner	3

Also ran : Jack Frost and 138.

Jack Frost and Whiteheat led at a great pace over the first two fences, when Whiteheat took the lead and Jack Frost was displaced by Sultan and Tommy and later by 138. They raced in this order to the last fence, two furlongs from home, where Sultan took the lead and won by six lengths; twenty lengths between second and third.

Fifth Race.—THE SCHOOL STAKES.—For horses regularly ridden by British warrant and non-commissioned Officers of the Staff and students of the Cavalry School. Catch-weights (11st 7lb). Distance, 1 mile.

MOLLY (S. S. M. Molloy, 4th Dragoon Guards).....	Owner	1
DOUBTFUL (S. S. M. Watts, 4th Hussars).....	Owner	2
GEORGE (Sergt. Maberly, "The Bays").....	Owner	3

Also ran : Nobby, Piplou, James, Jim, Dick, Bob, Molly II. and Gus.

Sports

The sports of the 11th P.A.V.O. Cavalry (F.F.) were held in February at Rawalpindi.

Results.—Cup for the best Squadron in training and in sports was won by "A" Squadron (Sikhs).

Lieut.-Col. Phillott's challenge sword for skill at arms was won by Woordie Major Mohammad Ayub.

Challenge lance, presented by Honorary Captain Mohammad Amin Khan Sardar Bahadur for tent-pegging, was won by "C" Squadron (Punjabi Mahommedans).

EGYPT

Racing

Racing in Egypt has altered very much in the last few years and from the amateur's point of view not for the best.

When he was secretary to Lord Cromer Colonel Sir John Baird (Scottish Horse), with General Harman (then a Captain) and other Cavalry officers were the backbone of racing in Egypt, and amateurs got a lot of fun with not much expense. Now it is different, and there are professional jockeys and trainers and some big owners who import good racehorses from England. The King of Egypt has a string of nearly 20 horses, a good many of them with useful form on the English Turf. Mr. Tanner looks after his horses. The leading jockeys are Digby, Sharp and Langford. Stakes to the value of nearly £100,000 are run for during the season.

Polo in Cairo

The first of the open tournaments, the Lady Maxwell Cup, began on January 17, and secured an entry of six teams. In the first round the 8th Hussars beat the Rabbits (Mr. H. Mason, Captain Scott-Robson, Mr. C. de Keller and Colonel Ainsworth) by three goals to two, while the R.H.A. (Mr. B. J. Fowler, Captain Harrison, Mr. C. G. Nicholson and Captain C. W. Allfrey) defeated Kasrel-Doubara (Mr. R. Wellesley, Captain H. Wise, Colonel Nisbet and Mr. C. M. Patrick) by two goals to nothing, the latter side being without the service of their Captain, Yourpy Pasha, who was unfortunately the victim of a polo accident the week before. Though somewhat seriously injured one is glad to hear he is now making a rapid recovery. In the semi-finals on the 19th, the 8th Hussars, playing very well, and ably captained by their Commanding Officer, beat the newly amalgamated 5/6 Dragoons (Mr. C. F. Keightley, Captain I. Graham, Major H. O. Wiley and Captain E. S. D. Martin) by four goals to two. The other tie between the 9th Lancers and R.H.A. produced a sticky game, neither side being at its best, and resulted in a win for the former by two to one. The final took place on the 22nd, when the 9th Lancers and 8th Hussars opposed each other. The 8th Hussars pressed hard in the early stages of the game and were unlucky not to score on two occasions. Mr. Erskine opened the scoring with a goal for the 9th at the end of the first period, and Colonel Cavendish scored from a *mêlée* shortly after play was resumed. After this the 9th had the best of the game and before the final bell had made the score five to nothing. It was an interesting game and at times very fast. The winners played splendidly as a team, and for the losers Colonel Van der Byl was a tower of strength at all times, while Mr. Kilkelly put in a lot of useful work. The teams were as follows :—*9th Lancers* : Hon. D. Erskine,

Mr. L. H. Harris, Lieut.-Col. F. W. S. Cavendish and Major G. F. Reynolds (bk.).
8th Hussars : Mr. J. M. Bradish-Ellames, Mr. G. Kilkelly, Mr. P. Chirnside and
 Lieut.-Col. Van der Byl (bk.).

Inter-Regimental Cup

The Inter-Regimental Tournament for a cup presented by the officers of the 1st Batt. 60th Rifles in 1908, was played at Cairo on January 29 and 31, and February 2. It is open to teams representing regiments of Cavalry and Infantry, the Royal Artillery and other corps and departments, R.A.F., and officers of the Egyptian Army. Here the 9th Lancers gained another success. The competing teams were :—

5TH/6TH DRAGOONS.

Pos.

1. Mr. C. F. Keightley.
2. Capt. J. Graham.
3. Major H. O. Wiley.
- Bk. Capt. E. S. D. Martin.

8TH HUSSARS.

Pos.

1. Mr. I. M. Bradish-Ellames.
2. Mr. C. P. Kilkelly.
3. Mr. P. F. Chirnside.
- Bk. Lieut.-Col. J. Van der Byl.

9TH LANCERS.

Pos.

1. Lieut.-Col. J. Greene.
2. Mr. L. H. Harris.
3. Lieut.-Col. F. W. Cavendish.
- Bk. Major G. F. Reynolds.

R.H.A.

Pos.

1. Mr. B. J. Fowler.
2. Capt. W. R. Harrison.
3. Mr. C. G. Nicholson.
- Bk. Capt. C. W. Allfrey.

31ST LANCERS (I.A.).

Pos.

1. Major N. V. Malloy.
2. Capt. E. J. Corner.
3. Lieut.-Col. Campbell-Ross.
- Bk. Capt. F. B. Bucker.

First Round.—5/6th Dragoons beat 8th Hussars by 7 goals to 6 (after two extra periods).

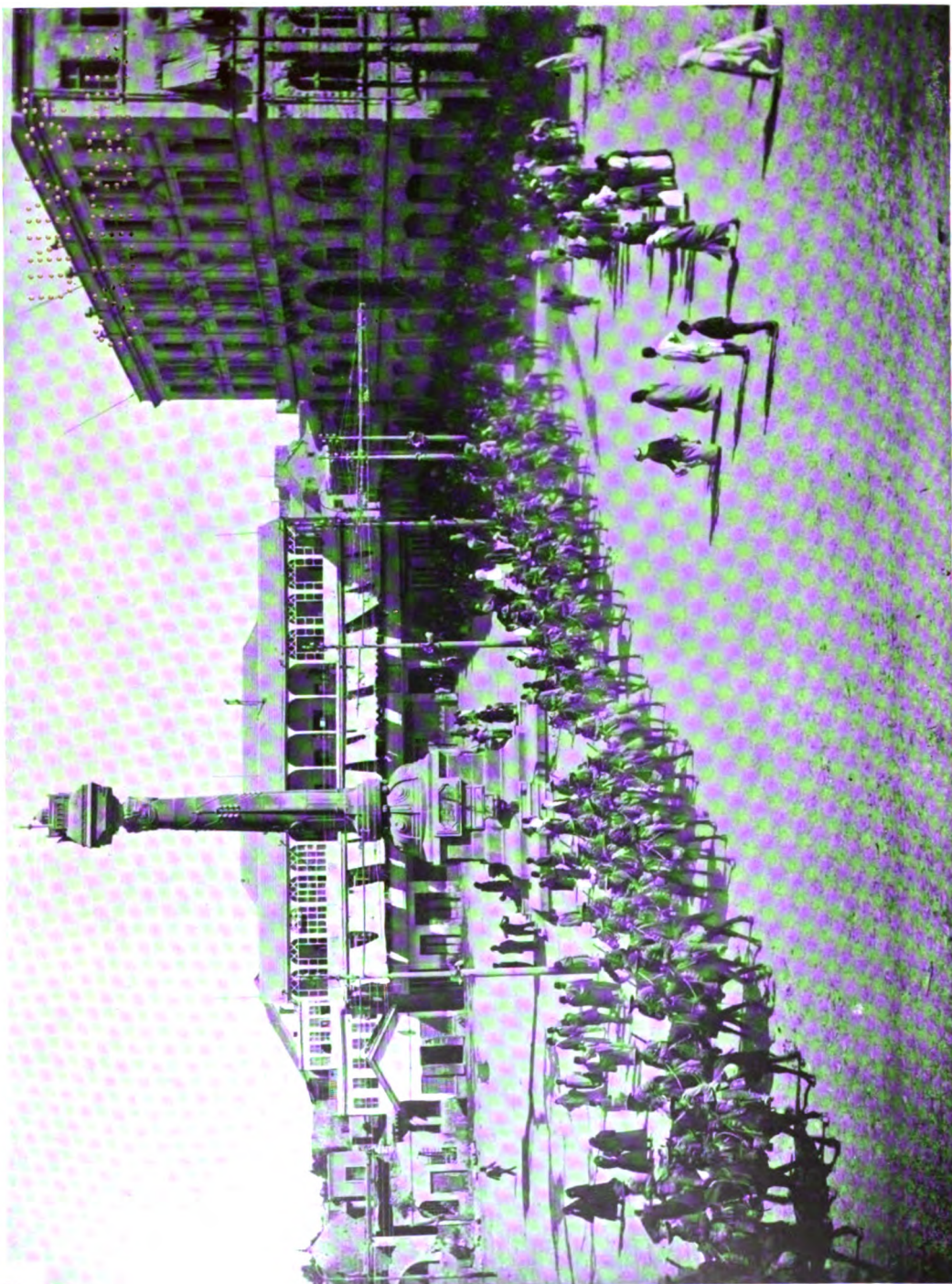
Semi-Final.—9th Lancers beat R.H.A. by 8 goals to 4. 31st Lancers beat 5/6th Dragoons by 4 goals to 3.

Final.—9th Lancers beat 31st Lancers by 4 goals to 3.

UMPIRES.—Mr. H. Mason, Col. Nisbet, Col. Ainsworth and Capt. H. N. Scott-Robson.



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Photo No. 23. - AUSTRALIAN MOUNTED DIVISION MARCHING THROUGH DAMASCUS.

THE CAVALRY JOURNAL

JULY 1923

THE PART PLAYED BY THE BRITISH CAVALRY IN THE SURPRISE ATTACK ON CAMBRAI, 1917

By MAJOR-GENERAL T. T. PITMAN, C.B., C.M.G.

OF all the cavalry operations on the Western Front, none met with more criticism than their 'action,' or as some say, 'inaction,' at the Battle of Cambrai. Their failure to achieve success gave anti-cavalry critics the opportunity they had been seeking since 1915, and the result was the censure by many, who neither knew their subject, nor the orders that were issued to the cavalry whom they condemned.

It is ever easy to be wise after the event, but in order to gain a true perspective we must make our appreciation of the situation with the information that we had at hand at the time, and, having studied carefully the orders issued by the Army, see how far they were carried out, or could have been carried out with better management.

I, therefore, propose to give verbatim the general plan of the Army Commander, and the various orders issued to the Cavalry, followed by a narrative of events and the lessons learnt. The reader can then form his own conclusions as

to the possibilities that were open to the Cavalry and as to whether the critics were justified in their condemnation.

General Plan of Operations.

1. The object of the operation is to break the enemy's defensive system by a *coup de main* with the assistance of the tanks; to pass the Cavalry through the break; to seize Cambrai-Bourlon Wood and the passages over the Sensée River, and to cut off the troops holding the front line between Havrincourt and that River.

2. The main factors which affect the success of the main plan are :

(a) *Secrecy*.—There will be no preliminary bombardment or any abnormal movement of troops in the area in question.

(b) *Surprise*.—The whole operation will depend on the successful advance of the tanks, which will make way for, and will be closely followed by, the Infantry.

(c) *Time*.—Our ability to seize the crossings over the Canal de l'Escaut at Masnières and Marcoing, cut the enemy's last line of defence, the Masnières-Beaurevoir line here, and pass the Cavalry through, before the enemy can bring up any of his Reserve Divisions to the spot, and organise either a counter-attack or a new defensive system.

3. The intention of the Army Commander is :—

First to gain possession of the quadrilateral formed by the Canal de l'Escaut-Sensée River-Canal du Nord.

Secondly, to clear up the area lying to the West of the quadrilateral.

The operation will consist of three stages :

(a) *1st Stage*.—The Infantry attack on the German organised lines, including the capture of the Canal crossings at Masnières and Marcoing and of the Masnières-Beaurevoir line North and East of those places.

(b) *2nd Stage*.—The advance of the Cavalry to isolate Cambrai and to seize the crossings over the River Sensée, and of the IVth Corps to capture Bourlon Wood.

(c) *3rd Stage*.—The clearing of Cambrai and of the quadrilateral Canal de l'Escaut-Sensée River-Canal du Nord and the overthrow of the German Divisions thus cut off.

The troops available for this operation are as follows :—

(a) *1st Stage*.—(i) Five Divisions out of the line and part of two holding the line. (ii) Approximately 360 tanks.

(b) *2nd Stage*.—The Cavalry Corps of four Divisions (less 1 Cavalry Brigade and Battery of R.H.A., etc.). In these instructions the 4th Cavalry Division will consist of two Cavalry Brigades and two Batteries R.H.A. and Divisional Troops.

(c) *3rd Stage*.—It is possible that other troops may be moved down for this stage.

4. The Corps and Divisions in the Third Army at the commencement of the operations are as follows :—

VIIth Corps.—24th and 25th Divisions.

IIIrd Corps.—20th, 6th, 12th, 29th Divisions.

IVth Corps.—36th, 56th, 51st, 62nd Divisions.

VIth Corps.—3rd, 16th, 34th Divisions.

XVIIth Corps.—4th, 15th, 61st Divisions.

Vth Corps.—Guards, etc.

5. The actual attack will be carried out by the IIIrd Corps and IVth Corps with the following troops :—

IIIrd Corps.—20th, 6th, 12th, 29th Divisions.

Cavalry Brigade and Battery R.H.A.

IVth Corps.—51st, 36th, 62nd, 56th Divisions.

1st Cavalry Division.

6. With a view to assisting the main operations the following subsidiary operation will be carried out :—

(a) By the VIIth Corps—the capture of the enemy trenches between Malakoff Farm and Guillemont Farm.

(b) Feint attacks by the VIIth and IVth Corps with smoke and dummies.

Instructions issued to the IIIrd Corps.

7.—(a) They will be responsible for establishing a defensive flank along the Gonnellieu—Bonavis—Crèvecoeur ridge, pushing this flank sufficiently far south to enable Twenty-Two Ravine, South of Gonnellieu, to be used by our artillery.

(b) As soon as the Brown Line has been captured, the IIIrd Corps will push forward troops to secure the passages across the Canal de l'Escaut at Masnières and Marcoing and the Masnières—Beaurevoir line to the east thereof, in order to open a gap for the Cavalry to pass through. It is important that the IIIrd Corps should occupy early the spur running down from Bonavis to Crèvecoeur to facilitate the crossing of the Canal at Masnières by the Cavalry. IIIrd Corps will take advantage of any weakening on the part of the enemy to seize the crossings at Crèvecoeur with an advanced guard of all arms.

Instructions to the IVth Corps.

As soon as the passages through the Masnières—Beaurevoir line have been opened by the IIIrd Corps

(a) The IVth Corps will push forward advanced guards of all arms to capture Bourslon Wood. It is very important that Bourslon Wood be captured by us on 'Z' day.

(b) Detail a mounted detachment to round up the Divisional Headquarters at Epinoy as early as possible.

Part II.—Cavalry Corps.

1. The Cavalry Corps will assemble in camps and bivouacs as shown in map 'B' by 'Y' day.

2. The general plan for the use of the Cavalry is as follows :—

Provided that the Infantry secure Marcoing and Masnières and the Beaurevoir–Masnières line, a Cavalry Division closely supported by a second Cavalry Division will be pushed forward so as to carry out the following tasks :—

First to surround and isolate Cambrai, occupying the main points of tactical importance, blocking all exits from the town.

To cut the railway communication running into Cambrai from Busigny, Le Cateau, Solesmes and Courches and the Solesmes–Haspres–Valenciennes Line.

No large body of Cavalry is to attempt to enter Cambrai at first. The town of Cambrai should be damaged as little as possible, but, having regard to the above instructions, the enemy should be prevented from setting fire to it as far as this is possible.

Secondly.—To secure the crossings over the River Sensée between Paillencourt and Palluel (both inclusive).

Thirdly.—To secure the flank of the forces engaged in clearing up the quadrilateral Canal de l'Escaut–Sensée River–Canal du Nord and the advance of the Vth Corps north and north-east.

3. The following routes will be constructed by the Army with a view to obtaining lorry communication forward as soon as possible :—

(a) Gouzeaucourt, Villers Plouich, Marcoing. The railway formation from Villers Plouich to Marcoing is urgently required for construction purposes and is not to be used as a route of advance.

(b) Metz-en-Coutre, Trescault, Ribécourt, Marcoing, Noyelles-sur-Escaut.

A third route will be made to bridge the lock in the Canal de l'Escaut between Masnières and Marcoing at L. 24 (c) 8-4 as soon as possible, the material for this bridge being carried down in tanks. This bridge, when completed, will be allotted to the troops using Kavanagh Road (La Vacquerie-Masnières track).

The Army Commander wishes all ranks to understand that the element of surprise is the keynote of the operations of the IIIrd and IVth Corps.

If this is attained and we are successful in overrunning the enemy's line of defence, a unique opportunity for the Cavalry action becomes possible. This action may have a far-reaching effect, not only on the local situation, but on the course of the War.

Attacking Divisions must realise that the boldest action is required during the first two days. Hesitation and waiting for support may enable the enemy to recover from his first surprise and delay the advance of the Cavalry.

It is with supreme confidence that the Army Commander leaves the issue in the hands of all ranks of his Command.

November 20.

The task allotted to the Cavalry Corps, which originally consisted of five Divisions, was that as soon as the 29th Division had seized the Masnières-Beaurevoir Line, the Cavalry were to pass through, with the task, first, to isolate Cambrai and, secondly, to seize hold of the passages over the Sensée River so as to isolate the enemy forces in the Quéant salient.

The method with which the Cavalry Corps proposed to carry out these tasks was to move the 1st Cavalry Division west of Marcoing on to the line Sailly-Bourlon, and pass two Cavalry Divisions over the Canal de l'Escaut at Masnières and Marcoing, and to move east of Cambrai to seize the crossings over the Sensée River from Paillencourt with the 5th Cavalry Division, whilst the 2nd Cavalry Division guarded the

eastern flank on the line Iwuy-Awoingt, where it would be in touch with the Infantry.

This scheme was modified. The 1st Cavalry Division, which originally formed part of the Cavalry Corps, was transferred to the IVth Corps under orders received from the third Army. Its mission was not materially changed. The Cavalry Corps were in close touch with this division during operations. The action of this Division is quoted in this report, as it co-operated closely with parts of the 5th Cavalry Division west of the Canal de l'Escaut.

The Lucknow Cavalry Brigade of the 4th Cavalry Division was similarly attached to the IIIrd Corps.

By November 19 the Cavalry Corps, consisting of five divisions, was concentrated as follows :—

1st Cavalry Division about Péronne.

5th " " " south of Roisel.

2nd " " " Caulaincourt.

4th " " " Athies.

3rd " " " Bray.

The forward concentration areas selected were :

Two divisions (1st and 5th Cavalry Divisions) North of Fins, and one division (2nd Cavalry Division) in the area Villers Faucon, Longavesnes and Heudecourt.

These areas were on an average about 12 miles from the concentration areas, and, in order to reach the forward objectives given to the divisions, they would have to cover from 26 to 35 miles. Arrangements were, therefore, made to dump food for the men and horses in the forward concentration areas. It was also necessary to give time for the horses to rest and feed before they moved forward to their objectives. It was, therefore, decided that it was necessary that divisions should reach their forward concentration areas by zero plus 2½ hours.

Zero hour being at 6.20 a.m., this meant a night march for the divisions and it was necessary to allow five hours for this march. It may be said, therefore, that the 1st, 2nd and 5th

Cavalry Divisions and one Brigade 4th Cavalry Division were marching during the night and had no rest. The approach march was carried through without incident, the 1st and 2nd Cavalry Divisions arriving in their forward concentration areas up to time. The 5th Cavalry Division was blocked on the railway crossings and it was over an hour late.

On arrival in the forward concentration areas, the 1st Cavalry Division came under the command of the IVth Corps and no longer belonged to the Cavalry Corps.

Although fine weather had prevailed for days before the attack, on the morning of the attack the weather was thick, with some rain, and aeroplanes found it difficult to operate, having to fly very low, and even then finding it difficult to bring back accurate and exact information.

The 1st Cavalry Division was the first to move and by 9.55 a.m. its head had reached Metz.

The situation at 10 a.m. may be summarised as follows :—

Lucknow Cavalry Brigade under the IIIrd Corps in a position of readiness just south of Gouzeaucourt.

The 1st Cavalry Division under the IVth Corps moving along the Metz-Ribécourt road.

2nd and 5th Cavalry Divisions still in their forward concentration areas.

At 10.5 a.m. the IIIrd Corps telephoned that the 29th Division had been ordered to move forward with caution and that the situation about the Bonavis Spur was not quite clear. The IVth Corps telephoned that Havrincourt was being mopped up, Ribécourt having been taken, and that the 1st Cavalry Division was to feel forward as soon as the road was clear.

At 10.50 a.m. the 2nd Cavalry Division was ordered by telephone to move one Brigade up just short of Gouzeaucourt, clear of the road. During this time the work on the roads forward for the passage of the Cavalry was being pushed on with all speed and the reports received showed that it would

be possible to move the Cavalry Divisions forward on Masnières and Marcoing at about 12 noon.

At 11.15 a.m. a telephone message was received from the IVth Corps, with a request to send it on to the 1st Cavalry Division, to say that Flesquières had been taken and that it was to push on *via* Trescault.

At 11.30 a.m. the situation on the Bonavis Spur was still obscure, but, as far as could be judged, the attack of the 29th Division was making progress towards the Canal Line. On the left the 1st Cavalry Division were feeling down towards Ribécourt and its H.Q. moved to Metz; at the same moment a report was received from the IIIrd Corps R.F.C. to the effect that Tanks were moving into Marcoing and that machine-gun fire was coming from Masnières. It was, therefore, decided to move the 5th Cavalry Division forward towards the Canal Crossing.

And the following order was issued by telephone at 11.40 a.m. and confirmed at 12 noon by wire :—

‘In confirmation of phone message the 1st Cavalry Division has been ordered by the IVth Corps to move north through Flesquières, which is reported in our hands. Situation between Marcoing and Masnières still obscure. 5th Cavalry Division will move forward as ordered, pushing patrols in touch with advancing Infantry so as to advance across the Canal should the situation be favourable. 2nd Cavalry Division will move, halting south and clear of Gouzeaucourt–Fins road, ready to follow 5th Cavalry Division should situation develop favourably.’

The 2nd Cavalry Division had already been ordered to move forward at the same time, with the Fins–Gouzeaucourt road as its first bound, so as to follow the 5th Cavalry Division should it be able to push forward.

At 12.30 p.m. information was received from the 1st Cavalry Division whose H.Q. were at Bilhem in touch with the 51st Division, that Flesquières was not in our hands

and that the enemy also held Chapel Wood, and the Divisional Commander decided to continue with his original orders, which were to advance northwards astride of the Canal.

The roads leading to Masnières and Marcoing had been successfully cleared for the advance of the Cavalry and the leading division did not appear to have been delayed.

At 1.39 p.m. the advanced guard of the Canadian Cavalry Brigade reached the southern outskirts of Masnières and the G.O.C. got into touch with the G.O.C. 85th Infantry Brigade.

The situation at that time was as follows :—

Troops of the 88th Infantry Brigade and one tank had gained footing in the village under a certain amount of artillery and machine gun-fire.

At 1.45 p.m. the Advanced Guard of the Secunderabad Brigade, 5th Cavalry Division reached the southern outskirts of Marcoing, with advance patrols in touch with the troops of the 88th Infantry Brigade. At that time the village was clear of the enemy, but the railway bridge in L.28a was held by hostile rifle fire and machine-gun fire.

At 2 p.m. the advanced guard of the Secunderabad Brigade (7th Dragoon Guards) crossed the Escaut River and Canal by a bridge in L.28d, gaining touch with the Infantry who were at that time held up at a railway cutting in L.28b. This squadron, finding that the Masnières-Beaurevoir line was still held by the enemy, dismounted and prolonged the right flank of the Infantry to fill the gap which existed there.

At this time the 1st Cavalry Division, finding that an advance through Flesquières was not possible and hearing that the advance on Marcoing was going on successfully, was moving towards the Bois des Neuf with a view to carrying out its original task.

At 2.5 p.m. the river bridge at Masnières was reported intact and clear of the enemy, and advanced guard Regiment (Fort Garry Horse) commencing to cross. The advanced

squadron of this Regiment moved down the main Masnières-Cambrai road at 2.30 p.m. and found the bridge over the canal destroyed. A reconnaissance was then made and a bridge was found in G.27, which, after a good deal of work under heavy fire, was made passable for cavalry, the work being done by civilian labour and men of the Machine Gun Squadron. Shortly after 3 p.m. the bridge was completed, and at 3.30 p.m. the advanced guard squadron commenced to cross.

At the time that this squadron was crossing, General Greenly (commanding 2nd Cavalry Division) had an interview with General Seely (commanding Canadian Cavalry Brigade) and gave instructions that he considered that there was not sufficient daylight left to enable the Cavalry to reach their objectives and so carry out their original plan. In view of this decision, and owing to the fact that it would take each squadron from 20 to 30 minutes to cross the temporary bridge, and that it would be therefore impossible to closely support the leading squadron which had set out on its original objective, General Seely sent an order to the C.O. Fort Garry Horse not to cross the canal, and to withdraw any of his troops that had already crossed.

This order did not reach Colonel Paterson, O.C. Fort Garry Horse, until after 'B' Squadron of his Regiment had crossed. Colonel Paterson halted the remaining two squadrons and rode forward to recall the leading 'B' Squadron. They had, however, by this time crossed and Colonel Paterson, having lamed his horse by jumping into a sunken road, was unable to catch them up.

At 3 p.m. the situation was that Masnières and the Masnières-Beaurevoir line was still held by the enemy, that the main bridges over the canal were broken, that the crossing that existed was narrow, and that it would take a very long time for any considerable body of Cavalry to cross even if there was no opposition, and secondly, that the crossings were still under

the enemy's fire. This situation was reported by telephone to the G.O.C. 5th Cavalry Division and it was patent to all that time did not admit of the Cavalry carrying out its original plan. Orders were issued to the effect that the Canadian Cavalry Brigade should, if possible, move forward and take Rumilly as its first objective, the Secunderabad Cavalry Brigade to cross at Noyelles and support it. If this were possible, the 5th Cavalry Division was to form a bridgehead from G.23 Central, north of Rumilly and Noyelles-sur-l'Escaut, to enable the Cavalry to pass through the next morning as soon as it was light.

At 6.25 p.m. the situation remained the same, and the 29th Division was informed on the telephone that there was a Cavalry Brigade at Masnières and one at Marcoing in support of the Infantry. They were asked if the Cavalry were required to help the Infantry; if so, it would not be withdrawn. The G.O.C. 29th Division stated that he did not want the assistance of the Cavalry as he had not yet captured the Masnières-Beaurevoir line, and that the Cavalry had better be withdrawn. The question then arose as to whether the 5th and 2nd Cavalry Divisions should remain in their positions for the night, or whether they should be withdrawn where water and food could be obtained for the horses. Although there was water in the canal it was very difficult of approach. Only the leading troops could have been watered, the remainder would have had to go without water. Also the Divisions were necessarily echeloned back along the roads leading southwards and the question of congestion of traffic came in.

Having this in view, and also having in view the possibility of the Cavalry being heavily shelled next day on the forward slopes, the Army were asked whether it would not be advisable to withdraw the two Cavalry Divisions, and orders were issued to this effect to the 2nd Cavalry Division at 6.30 p.m. and to the 5th Cavalry Division at 6.50 p.m.

Communication with the 2nd Cavalry Division broke down

during the afternoon. The cable head at R.8b. had been fixed and marked, and yet the officer sent by the 2nd Cavalry Division to communicate with the Cavalry Corps did not find it in the dark. Hence messages were very slow in getting through. The wireless with the 2nd Cavalry Division was out of action owing to a pole breaking when moving across rough ground. The result of this lack of communication was that the 4th Cavalry Brigade of the 2nd Cavalry Division moved back to Villers Faucon after receiving the orders through the 5th Cavalry Division, but the 2nd Cavalry Division did not receive the order until late. Later a message was received from both Cavalry Divisions on the telephone to the effect that a withdrawal at this time of the night would present very great difficulties, especially as the Cavalry track, owing to rain, had become very much cut up, and at 9.45 p.m. orders were received that the 2nd and 5th Cavalry Divisions were to remain in their present positions and when the situation in front of them permitted, they were to move forward and carry through their original task.

November 21.

At 6.15 a.m. the situation at Masnières was reported as follows :

That the Infantry were holding a line G.27 Central to G.18a, with the exception of the extreme northern end of Masnières village. Cavalry patrols were sent out to clear up the situation between Masnières and Crêvecœur. At 7.15 a.m. the Canadian Cavalry Brigade was concentrated in the sunken road in G.26a., in touch with the 88th Infantry Brigade, which had extended its right flank to Mont Plaisir Farm. During the morning the 4th Cavalry Division was ordered forward and arrived about Fins at 11.20 a.m.

At 1 p.m. the 5th Cavalry Division reported as follows :—

Our Infantry have taken the Masnières—Beaurevoir line. On receipt of this information the Canadian Cavalry Brigade

was ordered to cross the canal at Masnières and try to clear the high ground between Niergnies and Seranvillers.

At the time the Canadian Cavalry Brigade were debouching a heavy counter-attack came in on the high-ground from the direction of Niergnies and prevented forward movement.

At 2.15 p.m. the 1st Cavalry Division, whose H.Q. moved to L.21 Central, reported that they had taken Cantaing and were holding Noyelles, which latter place was being heavily counter-attacked, and asked if the Cavalry Corps could assist. The Ambala Brigade and the 5th Cavalry Division were placed at the disposal of the 1st Cavalry Division.

At 2.30 p.m. the 5th Cavalry Division reported that at 1.45 p.m. the 87th Infantry Brigade had not yet got its objectives, but that the Secunderabad Brigade was closely supporting, and in touch with it, the 87th Infantry Brigade. From this time onwards it was clear that the enemy had pushed forward reinforcements into the Masnières-Beaurevoir line and that the opportunity of the Cavalry moving east of Cambrai was practically out of the question.

At 6.50 p.m. orders were received for the operation on the 22nd. The 1st Cavalry Division was placed in the vicinity of Masnières and Marcoing to take advantage of any opportunity which might occur and to carry out the original *rôle*. It was decided to relieve the 5th Cavalry Division by the 4th Cavalry Division during the following day, and to withdraw the 2nd Cavalry Division to its advanced concentration area round Villers Faucon. Orders to this effect were issued at 8.15 p.m.

November 22.

At 12.30 a.m. the order for the continuation of the attack on Rumilly was cancelled and the 5th Cavalry Division was ordered to be withdrawn to Fins. The IVth Corps issued orders for the 1st Cavalry Division to be withdrawn to Metz-en-Couture, and at 5.30 p.m. orders were issued for the backward movement of the 4th and 5th Cavalry Divisions.

November 23.

2.30 p.m. The third army sent a message by telephone that the Corps Commander should proceed to IVth Corps Headquarters to discuss the possibility of Cavalry action towards Cambrai from the west, and Bourlon from the east. In the meantime, at 3.45 p.m. the 2nd Cavalry Division was ordered to move from the Villers Faucon area to the forward concentration area north of Fins.

November 24.

The 1st and 2nd Cavalry Divisions were at the disposal of the IVth Corps for the defence of Bourlon if required for this purpose, and at 11 a.m. the 3rd, 4th and 5th Cavalry Divisions were ordered to be ready to move at an hour's notice.

At 12.45 a.m. the 2nd Cavalry Division was ordered to saddle up one Brigade and to move it to Flesquières with patrols in touch with the attack which was going to be launched on Bourlon Village; but at 1.45 the attack was counter-ordered.

At 7 p.m. orders were issued for the 2nd Cavalry Division to move up to Flesquières area early in the morning so as to be ready to exploit any success gained by the Infantry in its attack on Bourlon village which had been arranged for the 40th Division, and the 4th Cavalry Division were ordered to move to the forward concentration area at Villers Faucon.

November 25.

At 6.30 a.m. the 2nd Cavalry Division left Fins to take up a position of readiness north of Flesquières in order to take advantage of any opportunity which might be created by any operation of the 40th Division, and an advanced Cavalry Report Centre was formed at 7 a.m. at Flesquières.

At 11.40 a.m. the following message was received :—

‘ The G.O.C. 2nd Cavalry Division is in touch with G.O.C.

40th Division. The enemy are still in Bourlon village and the situation is obscure. The 40th Division proposes to attack the railway in F.1. c. and d. and also in E.6. c. and d. If the 40th Division cannot find sufficient troops the G.O.C. proposes to employ the dismounted Cavalry Brigade to assist.'

At 12 noon orders were issued by telephone to the 2nd Cavalry Division as follows :—

'Dismounted Brigade is not to be used to make a purely Infantry attack, unless it is made with the view to creating an opportunity for the employment of the remainder of your Division mounted. On the other hand, should the employment of your Division dismounted save the situation at Bourlon village, you can use it in this manner.'

At the same time the Third Army Commander was informed of the Corps Commander's view of the situation, and that he did not think any opportunity existed for the employment of the Cavalry mounted.

At 1 p.m. information was received that the Germans had counter-attacked and retaken Bourlon village.

At 1.15 p.m. the 4th Cavalry Division was ordered back to Athies, and at 3 p.m. the Corps Commander decided that, as the situation at Bourlon was not clear, the 2nd Cavalry Division should remain at Flesquières dismounted, so as to reinforce the dismounted men of the 1st Cavalry Division at Bourlon, if necessary. The horses of the 2nd Cavalry Division were moved back to Fins concentration area.

From this time onwards the 1st and 2nd Cavalry Divisions remained under the IVth Corps, and the Cavalry Corps Headquarters closed at Fins on the afternoon of November 27. The prisoners, etc., captured by the Cavalry Corps during these operations were as follows :—

1st Cavalry Division : 7 Officers, 170 O.R., 2 machine guns.

5th Cavalry Division : 34 O.R.

Between November 27 and 30 the Divisions of the IVth Corps had very severe fighting to maintain the positions they

had gained. Strong German reinforcements came up and a continuous barrage of gas shells was put down on the southern side of Bourslon Wood, while the wood itself was bombarded night and day. The overstrained Infantry Divisions were only just able to hold on with the assistance of the dismounted Cavalry. A composite dismounted Brigade formed from 2nd Cavalry Division were in Bourslon Wood for three days and nights, and suffered very heavy casualties. On November 30 came the big German counter-attack, and there is little doubt that, had it not been for the Guards, who had just been withdrawn from the line, and the Cavalry Divisions in mobile reserve, the whole of the advantages gained at the Battle of Cambrai would have been lost.

The following Cavalry lessons have been extracted from reports sent in by various units :—

(1) *Close co-operation with Infantry by means of Cavalry Patrols.*

The importance of this lesson, which had been learnt in the Somme offensive, was again emphasised.

Patrols from the leading Cavalry Brigade kept in close touch with the advancing troops of 29th, 6th and 51st Divisions.

Liaison Officers were attached to the Headquarters of the Infantry Divisions in front and on both flanks of the sector in which the Division was working.

Reports, both accurate and prompt, were constantly received of the progress of the attack (1st Cavalry Division).

The value of reconnaissance patrols, acting partly mounted and partly on foot, to keep touch with the Infantry situation. The ease and comparative immunity with which such patrols, when skilfully led, can work within the actual fighting zone right up to the leading Infantry. These lessons have been repeated and emphasised throughout all our operations with the Infantry. The information gained by these patrols has proved both more accurate and more quickly got, than any

other available for Infantry Commanders, and on several occasions has been of the greatest value to them (2nd Cavalry Division).

(2) *Responsibility of Leading Commanders.*

The fact that the G.O.C. of the leading Cavalry Division should be the individual for deciding when to employ the Cavalry was again strongly brought out. The information received by patrols as above was more accurate and received earlier than any information received by wire.

Opportunities for the employment of Cavalry are of so fleeting a nature, that the G.O.C. leading Cavalry Division and G.O.C. leading Cavalry Brigade, who are the individuals on the spot, should be held responsible for taking advantage of any opportunities which occur. Time does not admit of sending back the information to the rear, and then waiting for its retransmission with orders. (1st Cavalry Division.)

(3) *Execution of Original Plans.*

It is most urgently represented that the leading Cavalry Division should be given the plan and be allowed to carry out the task allotted in the best way that offers.

To make doubly certain that no opportunity of pushing forward be missed, close touch with the 51st Division was maintained by patrols, *liaison* officers and personal communication, although there was nothing in the original instructions to this effect. The only information that the leading Cavalry G.O.C. should require is that the general situation is such as to warrant his risking the launching of his brigade or his whole Division. (1st Cavalry Division.)

(4) *Counter Orders.*

The arrangements for executing the tasks allotted to the 1st Cavalry Division on November 20 were distracted by the receipt of the following orders during the day :—

(a) To push on *viâ* Trescault to Flesquières.
IVth Corps, H.P. 14, and Cavalry Corps, G. 210.

(b) To try and work round N.E. of Flesquières from Premy chapel ridge. IVth Corps, H.P. 20.

(c) To push on with full strength through Marcoing and carry out original plan. IVth Corps, H.P. 20, received 4.15 p.m. (1st Cavalry Division.)

(5) *Co-operation between Cavalry and Tanks.*

It is much to be regretted that the lateness of the hour at which the leading Cavalry Brigade arrived in position South of Bois-des-Neuf on the 20th prevented any concerted action with the Tanks on that day. On the 21st, however, an opportunity of supporting the Tanks in one of their attacks on Cantaing occurred and was taken advantage of by the Queen's Bays, the lesson to be learnt being that Tanks, to be fully successful, must be closely supported by Infantry or Cavalry.

(6) *Result of Tanks on Belts of Wire.*

It was noted that the tracks made through the belts of wire by the tanks were not practicable for Cavalry. Several such passages were explored personally, and in no case was it possible to ride a horse through. It would probably take two men fifteen to twenty minutes to make the passage passable for mounted troops.

(7) *Machine Guns and Aeroplanes.*

Two machine guns of the Queen's Bays, during their action at Cantaing, opened fire on some low flying aeroplanes. They were spotted and heavily shelled. It would seem better that anti-aircraft shooting should be left to machine guns in reserve, and that guns in battery positions should remain quiescent and concealed (1st Cavalry Division).

(8) *Bold Action.*

A troop, on November 20, near Bois-des-Neuf, advanced, covered by the fire of two troops; but, owing to the enclosed nature of the country, it was impossible to keep touch.

Another troop, moving up in support, met a body of the enemy moving in the direction of Cantaing diagonally across the front. The troop leader, rapidly appreciating the situation, immediately delivered a mounted attack and was able to deal with the enemy (4th Dragoon Guards). It appears that in the intermediate stage between trench and open warfare, opportunities will constantly occur for cavalry to attack batteries. By attacking without hesitation, near Rumilly, on November 20, the squadron was successful in overcoming the battery and its crew. The squadron had only been taught swordsmanship with a view to attacking immediately with the point. The result appears to have been most satisfactory. Similarly confidence in the use of their bayonets stood them in good stead when they returned dismounted.

The main lesson to be learnt is that determination to attack the enemy without hesitation will seldom fail. (Canadian Cavalry Brigade with reference to B Squadron, Fort Garry Horse.)

The speed of the advance undoubtedly saved casualties, all the bullets going high. The small German rear guard appeared astonished and cowed by the galloping horsemen and showed no fight. (D Squadron, 7th Dragoon Guards, with reference to their capture of Noyelles.)

The seizure of the opportune moment to launch the Cavalry and the carrying out of the opportunities by the troops employed with dash and determination. The lack of many casualties owing to this. Only 10 stretcher cases (1st Cavalry Brigade, with reference to attack on Cantaing on November 21, by Queen's Bays).

(9) *Protection.*

A lesson learnt is the necessity for the Cavalry to make arrangements for their own protection, although mixed up with other formations.

When the Bays handed over the northern half of Cantaing

(a most important spot owing to the proximity of Bourlon Wood) on November 22 to the Infantry, the commander of the latter believed that his men had already been in occupation the previous evening.

(10) *Combined Shock and Fire Action.*

A troop near Les Vallée Wood on November 20 succeeded in capturing some ammunition waggons and prisoners by combined shock and fire action. The fire surprised the enemy, who were charged before they had time to recover from their surprise. This exemplifies the necessity of keeping a mounted force at hand to take advantage of fire power. (4th Dragoon Guards.)

Report on Action of 'B' Squadron, Fort Garry Horse.

According to pre-arranged plans, 'B' Squadron Fort Garry Horse, under Captain Campbell, left the village of Masnières by the eastern exit at 8.30 p.m. on November 20, and crossed the marsh ground to the east, under the guidance of Infantrymen, to a temporary bridge across the canal, about 300 yards east of the village.

The Squadron met with machine-gun fire before reaching the canal, and had several casualties among horses and men. The canal was crossed in single file under fire, but on reaching the Masnières-Crêvecœur road the Squadron was protected by the rise in the ground to the north. On reaching our Infantry, who had cut a gap about 15 feet wide through the wire, the squadron passed through in section and extended to minimise effect of the flanking fire from machine guns. At this point, Captain Campbell and several other ranks were hit.

The same formation (column of sections) was preserved and an advanced guard, eight men and one N.C.O., were sent out from the wire, up to the Rumilly-Crêvecœur road, which was heavily screened by *camouflage* south-east of Rumilly for a distance of 1,000 yards. No opposition was met with from the front during this part of the advance, and the flanking machine-

guns lessened their fire. On reaching the screen, the Squadron was collected and placed in a depression on the south side of the road, and a passage cut through the screen, during which operations three or four men were hit. The Squadron passed through in sections, and, in the absence of any organised resistance, formed line of Troop Columns, and on getting over the crest, encountered a heavy Battery of 77 mm. guns in action. The Battery was charged in this formation, and put out of action. Hostile fire had again been met with at this point from block-houses on either side of the Battery, but this was discontinued during the actual charge. The gunners in all cases, except two, left their guns and offered practically no resistance. One gun fired at the Squadron and missed, and the crew of another appeared to destroy the breach of the gun.

According to plan, the Squadron left the Battery to be dealt with by the rear parties, and pushed on, attacking the Infantry who were retiring disorganised towards some gun-pits 800 yards east of Rumilly. In most cases they were disarmed and disposed to surrender, and those who did not become casualties took refuge in gun-pits and a partly dug trench system.

Heavy machine-gun fire again encountered after leaving the Battery. The Squadron pulled up and dismounted in a sunken road, and it was seen that no reinforcements had come in sight, and that the machine guns in the blockhouses were concentrating a heavy fire on the position.

An examination of the horses showed that only four were unwounded (all wounds being in the legs or bellies) and 48 men had reached the position, including three officers and one prisoner. Nineteen of the party were in an old trench 100 yards south of the road. The position was manned, and several parties of the enemy who attempted flanking movements dispersed, and held until dark, when it was resolved to make an attempt to move back to our own lines dismounted.

The horses were stampeded and the enemy concentrated

his fire on them. After having taken a bearing on the Church Spire of Rumilly, the Squadron moved off, collecting the trench party and two prisoners *en route*. Between this point and our lines four parties of the enemy were encountered, and, according to plan, immediately charged with the bayonet. In all cases they retired, leaving casualties. They were mostly working parties and were taken by surprise, as the Squadron was ordered to get as close as possible before engaging them. On one occasion our German-speaking officer replied to the challenge in German, and enabled our men to get within a few feet of the enemy.

On the return the Squadron lost 10 other ranks, and increased its prisoners to eight. On reaching the gap in the wire by which we entered the Squadron got split up: one party, consisting of an officer, nineteen other ranks and eight prisoners, reached the Brigade at about midnight; the remainder, consisting of two officers and ten other ranks, did not return until 4 a.m.

The delay was caused by the fact that the party was much reduced in strength, and the Germans were in considerable strength between it and the canal. The men were allowed to sleep in a chalk pit for two hours while the ground was reconnoitred and a plan discussed for the return. The chief danger of the party being detected was due to the excessive snoring of some of the men.

On the return the party encountered two strong bodies of Germans, the second about the south of Masnières; but by making a small detour the enemy were avoided and the party arrived home without further mishap. This party was in action for twelve hours, and the first party for eight hours.

Summary.

It will be seen from the above orders and reports that one of the main conditions laid down by the Army Commander, *i.e.* that the Cavalry operation should only take place provided

that the Infantry captured Beaurevoir-Masnières line, was never fulfilled.

It is maintained, however, that, had opportunity occurred, this should not have deterred the Cavalry from carrying out the operation. General Greenly, who was the only Divisional Commander in a sufficiently forward position to judge of the possibilities of further action, decided that the lateness of the hour prohibited a further advance on the evening of the first day.

Had a Commander with less dash and keen foresight than General Greenly given this decision, one might have been tempted to question its wisdom; but when it is considered that, having seen the whole situation with his own eyes from Masnières, he reluctantly came to the conclusion, we may be certain that his appreciation was correct.

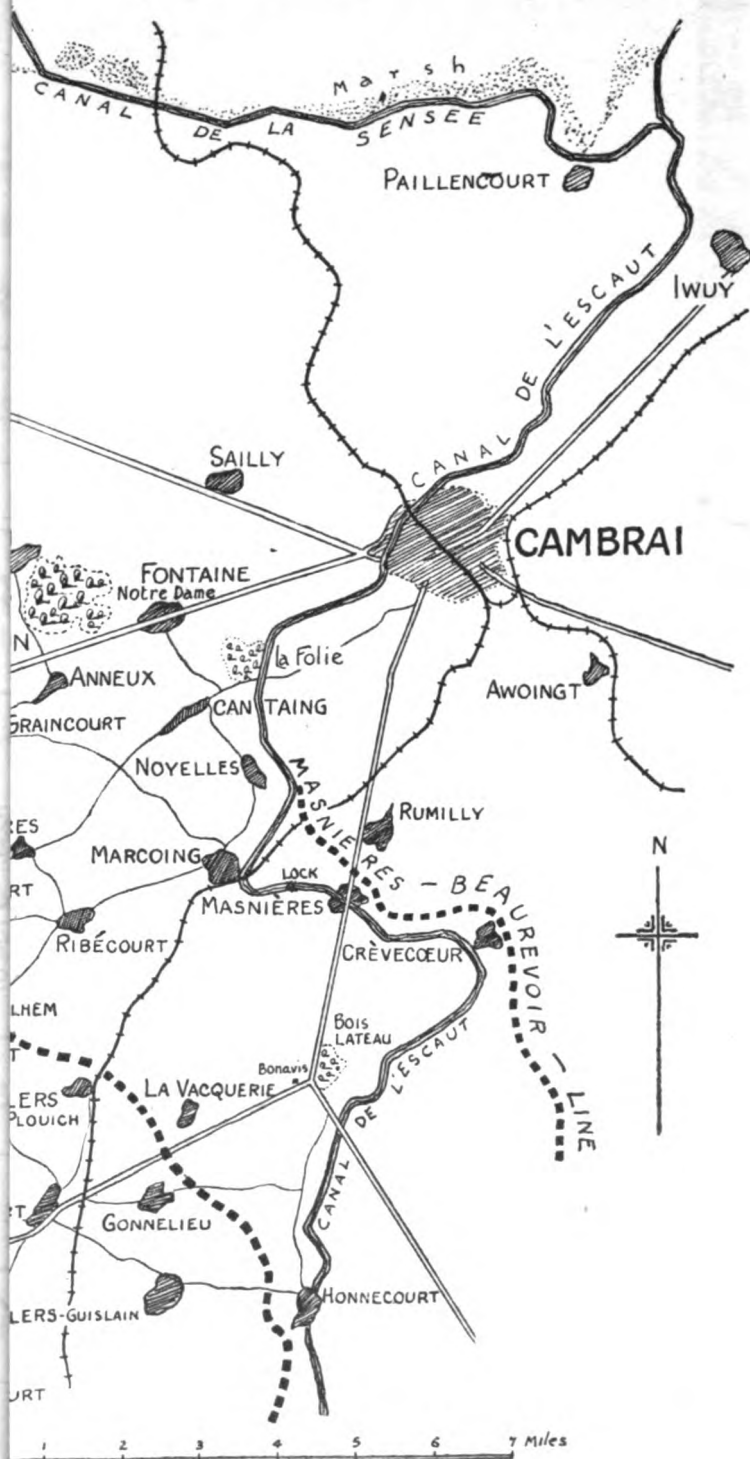
Until the German side of the picture is on view it is impossible to say how the Canadian Cavalry Brigade would have fared had they been pushed over the canal in support of 'A' Squadron Fort Garry Horse.

It is possible that they might have gained success which could have made practicable further operations by the Cavalry on the following day. It has been argued, in view of the rapidity with which the Infantry attack proceeded, that the Cavalry might have been further forward and reached the canal line at an earlier hour. It must be remembered that the network of trenches and wire in a defence system are impossible for horses until the cavalry tracks have been prepared.

As soon as it was realised that the main Cavalry operation was out of the question, the units were put at the disposal of the Infantry to render them every assistance in attack and defence.

The individual efforts by Brigades and Regiments were most nobly carried out, and although the Cavalry failed to find an opportunity for their mounted rôle, they played a very important part in the whole operation.

MAP A.

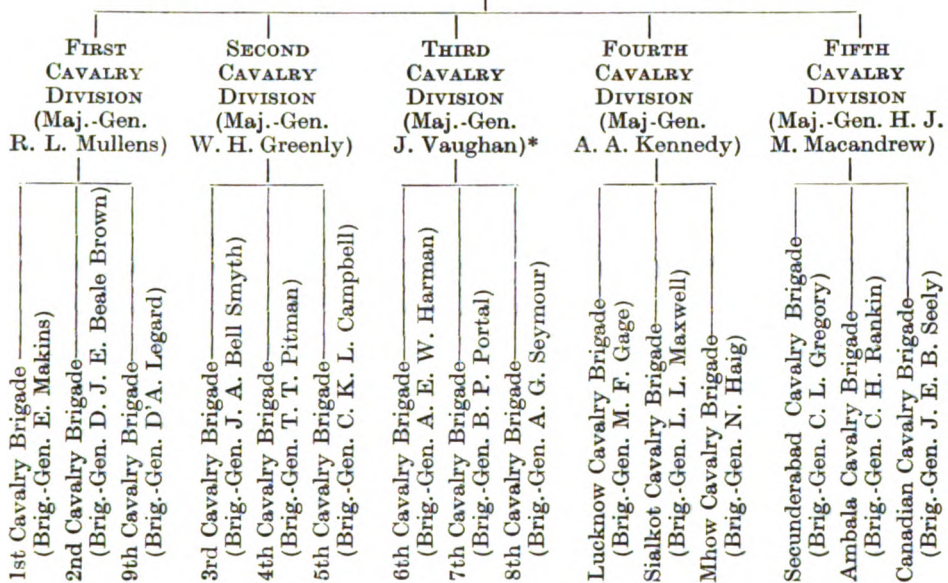


u runs S.E. from Cambrai, and that to Solesmes Haspre Valenciennes branches
erie to Masnières.

Cavalry Corps Order of Battle, November, 1917

CAVALRY CORPS

(Lieut.-Gen. C. T. McM. Kavanagh)



* Brig.-Gen. A. E. W. Harman was in temporary command of 3rd Cavalry Division during the Cambrai operations, Gen. Vaughan being on inspection duty in England. Col. A. Burt was commanding 6th Cavalry Brigade.



BRITISH CAVALRY SWORDS

By HARRY PAYNE

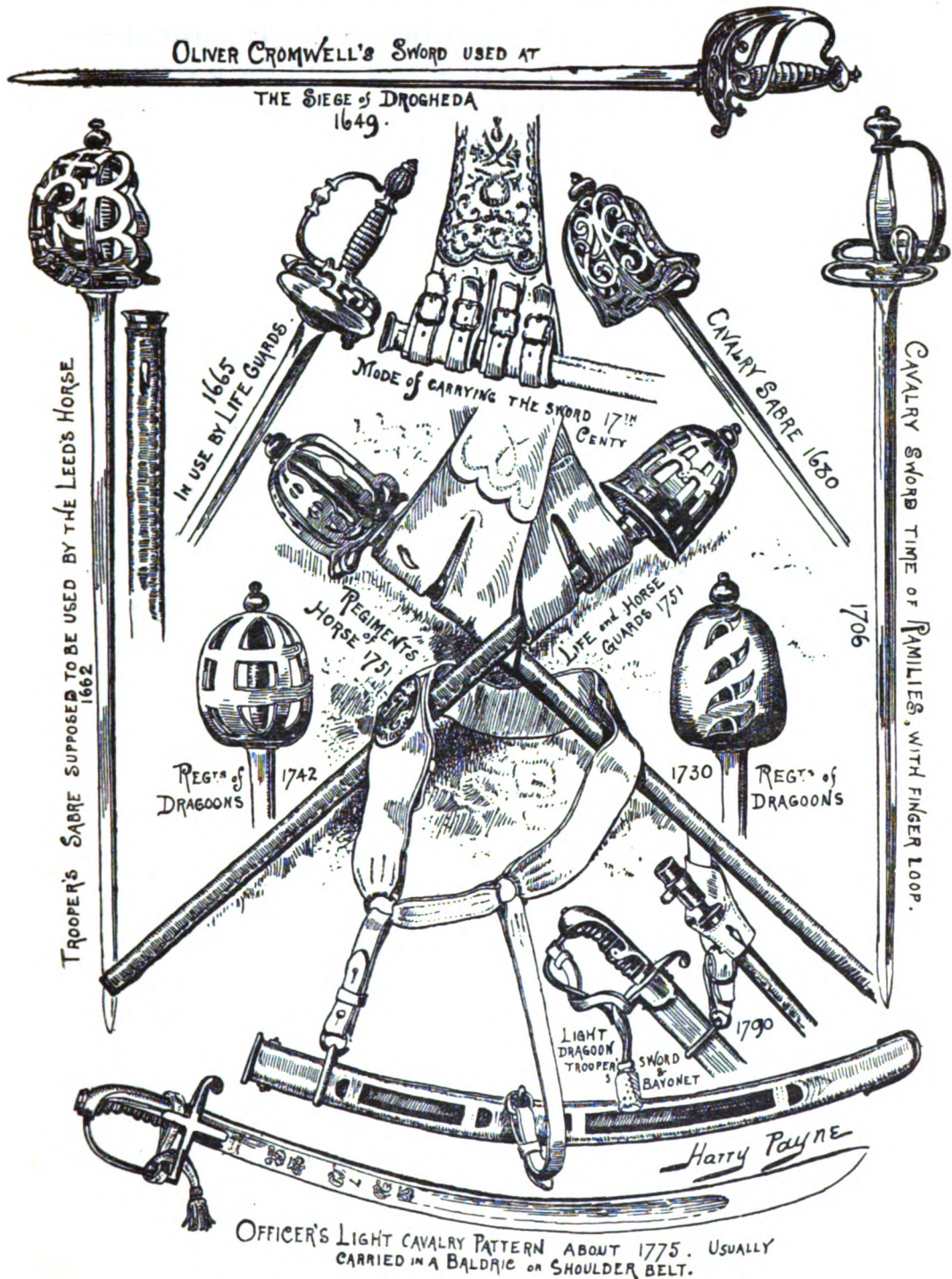
PART I.—SWORDS FROM 1650 TO 1790

PRIOR to the Parliamentary wars of the 17th century Cavalry fought more or less in armour. Looking back now one wonders what use the sword could have been against an adversary armed cap-à-pie, as the battle-axe, mace, and lance must have done more execution at close quarters. Still, we know a sword was carried as part of the equipment, as all pictures and portraits of early date show; these prove it had its use, which was probably mainly against infantry.

When Charles II., in 1660, formed a few regiments for permanent service, which in a few years developed into what is now the British Army, all the Cavalry, which consisted of the Private Gentlemen of the Guards (Horse and Life), regiments of Horse (now the Dragoon Guards), and regiments of Dragoons, were heavily armed with a carbine, a brace of long pistols, and a long straight sword made for cutting and thrusting; but it is reasonable to suppose the thrust or point was used more, by the fact of the blades being straight and in some cases fluted and even double edged.

The Household regiments, or troops as they were originally called, appear to have had a lighter description of sword, with brass hilts at first; but by the middle of the 18th century they used practically the same heavy basket-hilted pattern as the other mounted men.

All swords were then and for many years afterwards carried in a shoulder-belt or baldric, slung from the right

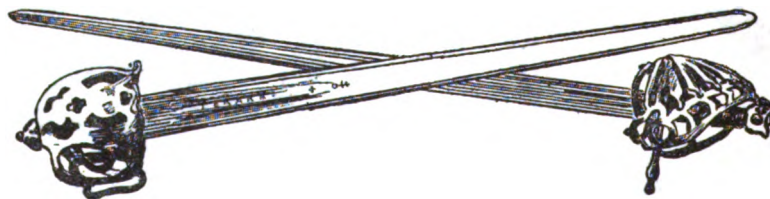


BRITISH CAVALRY SWORDS AND EQUIPMENT FROM 1650 TO 1790.

shoulder or a frogged belt round the waist. The pattern of the sword does not seem to have altered much for a considerable time, as we find illustrations as late as 1730 showing similar hilts to those in use at the Army's birth.

On the introduction of Light Cavalry in our Service during the rebellion of 1745, a lighter description of sword was introduced which, though straight at first, was soon afterwards made to a curved pattern, as about this time much attention was given to the cutting powers of the sword, and, as most of the tribes of India and the hill-men we had fought with used the curved pattern, which did great execution, it was decided to adopt it. This pattern was in use for Light Cavalry from about this time till about the forties of the 19th century.

It was made entirely of steel, including the hilt, the scabbard was leather, richly ornamented with metal at first, but later an all steel scabbard was used. About this time the method of carrying the sword by a long and short sling was introduced, and the 'Light Bobs' carried theirs on a shoulder-belt, as shown in the illustration.



**‘MILITARIE INSTRUCTIONS FOR THE
CAVALLRIE’**

Compiled by LIEUT.-COLONEL F. H. D. C. WHITMORE,
C.M.G., D.S.O., T.D.

**‘MILITARIE INSTRUCTIONS FOR
THE CAVALLRIE.’**

THE above is the heading of the subject-matter which follows after the Introduction and Foreword of the book written by John Cruso, published in the year 1644, extracts of which were given in the last number of THE CAVALRY JOURNAL.

Twenty-five pages are devoted to Part I., including thirty-two chapters. Thirteen chapters are described as ‘Of levying men,’ six chapters as ‘Of Souldiers in generall,’ and twelve chapters as ‘Of Souldiers in particular.’ Chapters No. I. and No. II. are herewith reproduced.

CHAP. I.

Of Officers in generall.

AS in politique government, so in this militarie profession, every man by a naturall impression is ready to conceive himself to be fit to command and govern others, though he never knew how to obey; whereas in every mechanicall trade or manufacture, an apprenticeship is first passed in the learning of it, before it be professed and exercised. In this profession of arms (an art obtained with greatest difficulty and practised with most danger) men would be *Captains* before they be *souldiers*. And hereof the chief cause is ignorance, the fruitfull mother of all errours. For surely, if their end and aim were honour, and they knew how frail and mutable the estate of a souldier is; and that in a moment a man may lose all the reputation obtained by many years industrie; (the errours in warre admitting no amendment, as in other professions; but carrying their present punishment with them) and had they seen many shamefully chased from the army, and proclaimed infamous; and others passe

through the hands of the hangman; they would (doubtlesse) strive with much industry and diligence to enable themselves, before they came to undertake the exercise of so dangerous an employment. And they are not a little mistaken, which think their birth a sufficient pretence to places of honour, without any qualification or merit; there being other things more reall and essentiall required in an officer; namely, *Knowledge, experience, valour, dexteritie, &c.*

To be under command for a time, depresseth those vehement passions which nature exciteth, especially in young men, which would be very dangerous in a chief or commander. Moreover, it accustometh a man to danger, and maketh him courageous; so as being suddainly assailed, he can recollect himself without astonishment; a most necessary thing in a commander. Adde to this, that by using himself to travell and labour, watching, hunger, thirst, rain, and frost; and by an orderly ascent (by degrees) from a Corporall to a Quartermaster, from thence to a Cornet and so to a Lieutenant, he prepareth himself for a Captains charge. He learneth the trick of entertaining his souldiers, and to keep them in good affection and reverence towards him. He knows their severall dispositions and sufficiencies, and accordingly entrusteth them with employments. Honour must be his chief end; to attain which, he must be very vigilant not to lose any occasion of any brave exploit: by which means he will be alwayes observing his enemy, studying how to prevent him or endamage him; always beareing in mind this maxime: That in warre no great or remarkable matter can be effected without danger and diligence. To this end, let him be sure to take heed that he trust not too much to his own judgement and valour, without acquainting his officers with his counsels. And let him so know the severall inclinations and sufficiencies of his souldiers, as to take particular notice of such as deserve well and to reward them accordingly; and to rid himself of base and debauched fellows and cowards.

He must always aspire (in way of virtuous emulation) to higher degrees of honour. Covetousnesse he must hate; for nothing will better continue his souldiers good affections towards him than liberalitie. Gaming he must detest. In stead of costly apparell, let him delight in good arms and horses; wherein oftentimes both his life and honour consisteth. He must be continent and sober, not given to luxurie nor drunkennesse, but alwayes be as a good example to his souldiers: for otherwise he cannot have that requisite libertie to chastise them for those vices which his own conscience will accuse himself to be guiltie of.

Above all, let him set before his eyes (as the originall and foundation of all perfection) the fear of God; carrying himself (so farre as may be) internally and externally inculpable. For the

horror of a guiltie conscience, and the imminent danger and apprehension of death meeting together, take away all courage and valour. And thus having reformed himself, he shall the more easily reform his souldiers, and make them fit for every honourable enterprise.

CHAP. II.

Of Officers in particular.

Of the Generall of horse.

Touching the particular officers, the Generall of the horse, as being one of the principall Chiefs of an armie, must be a souldier of extraordinary experience and valour; having in charge the nerve of the principall forces, and on whom the good successe of many designes and actions dependeth, as being most usually executed by the Cavallrie, especially in battels: where the charging of the enemy in good order usually giveth victorie; and contrarywise, the disorders of the Cavallrie often disturb and disband the whole armie. The Generall of the horse was wont to supplie the place of Lieutenant Generall of the army, and in the Lord Generalls absence to command the whole armie. True it is, that the Lord Marshall, forasmuch as he giveth the orders, used to have some superioritie of command, according to the opinions of some; whence it cometh that the Lord Generall, absenting himself from the armie, used to take along with him either the Generall of horse, or the Lord Marshall, to avoid the occasions of competition. It is his office to take particular notice not onely of the Captains and officers, but also of those private souldiers which are carefull and punctuall in their service, rewarding and honouring them in publick when they perform some signall act, and advancing them to offices without partialitie. On the other side, he must chastise delinquents, and such as are wanting in their endeavours: by which means he shall be revered and loved of good men, and feared of such as are bad. It belongeth to his care, that the Cavallrie be in good equipage, and fitted with all necessities requisite: And that the companies (being to march) be provided of nags; without which the souldiers can hardly preserve their horse of service, by reason that with them they must go to forrage (for want of bidets or nags) after their march, and presently enter into guard in the armie or quarter, without any rest to refresh their horses. He is not to suffer the Captains either to make officers, or to absent themselves from their companies, without his leave and approbation. He hath his officers apart, and in that which concerneth the Cavallrie, neither the Lord Marshall, nor Lord Generall himself useth to dispose of any thing without his advice. If he passe among the quarters of Cavallrie, or Infanterie, his trumpets are to sound; but

not where the Lord Generall lodgeth, or where he is in person. When he commandeth in the armie (in absence of the Lord Generall) upon occasion of fight, his place is in the battel, that he may be able to give order to all. He hath usually a companie (heretofore of lances) to lodge with him, and to serve him as his guard; having usually six souldiers or more of his companie attending on him. He should not resolve upon any enterprise, unlesse he first consider seriously of all that might happen; that so, propounding to himself greater difficulties in the action, then in effect they be, he may prepare remedies surpassing all the said difficulties: it being a benefit not to be expressed, to be able to foresee (with good judgement,) those things which might succeed in the uncertain and variable accidents of warre. Especially he must be ready in execution: for suppose a determination never so well grounded, yet it may prove vain and hurtfull, if it be not executed with requisite promptitude.

The necessary qualifications of the various officers and other ranks are then described, commencing with the Lieut.-General of Horse, which position 'must be supplied by a person of great experience and valour.' The 'Commissarie Generall' must be a man of great experience. The 'Quarter-master-Generall' must be a man of 'great dexteritie and diligence,' and 'well experienced in Cavallrie.'

The Captain's position in regard to his command is severely criticised by the author; and, according to a marginal note, the method of appointment was also complained of both by Melzo and by Basta.

He writes: 'Since that the Captains places have been disposed of by the Prince (as the Captains in Flanders are appointed at the Court of Spain) there are grown these two inconveniences upon it. First young and inexperienced gentlemen are made Captains. Secondly, many good souldiers are lost, which seeing their hopes of advancement by degrees and merit cut off, abandon the service.'

It appears that the charge of the troops used to be given to the Captains of Lances as 'having a prerogative above other Captains of horse or to the eldest Captain,' and in the absence of Captains of Lances the Captains of Cuirassiers commanded and in their absence the Captains of harquebusiers.

A Lieutenant of a troop of horse is described as one who should be of ‘abilitie and experience, nourished and educated in Cavallrie,’ and the Cornet of horse ‘must be couragious.’ In fight the Cornet of lances used to march even with the Captains. He strove to break the standard upon his enemy; which being so broken and falling to the ground, he was not to regard to get it up again (especially not to alight for it).’ A marginal note says : ‘This is contrary to the use of Infantry, among which the preserving of the colours hath ever been prized above life.’

Quartermasters, Corporal and Trumpeters each have their qualifications defined, and the Auditor and, lastly, the Provost Marshall are described thus :

CHAP. XII.

Of the Auditor.

ON the Spanish side in the Low-countreys, the Cavallrie have an Auditor by themselves; who must be a man of great integritie, well seen in the laws, and of great practice. In the absence of the Auditor Generall, he supplieth his place. He heareth and judgeth the causes of the Cavallrie, and maketh report of all that passeth to the Generall, or the Lieutenant Generall in his absence; without whose order he cannot execute any of his sentences. The Cavallrie lying in garrison, he condemneth not to death, without reporting first to the Lord Generall and the Auditor Generall. He is to keep near the person of the Generall or Lieutenant Generall, who are to see him duely respected. He is to take notice of the prices of victuall which are brought to the quarter of horse, that they be sold at a reasonable rate; and to see that the victuallers suffer no extortion by the Provost Marshall or his officers.

But in the States army, the horse and foot have but one Auditor or Fiscall Generall; who passeth no sentence himself, but that is done by the Councel of Warre, wherein every Captain hath a voice.

CHAP. XIII.

Of the Provost Marshall.

OF all things in the charge of the Provost Marshall, his principall care must be about the victualls. He must be an honest man, and content with his fees. He is to look to the weights and measures and to guard the victuallers (or sutlers) from insolencies. Himself

or some of his men must alwayes be in the market-place, or where the victualls are sold; and he is to inform himself where and at what price the sutlers buy their victuall, that the Commissarie and Auditor may tax them accordingly. He must cause the orders to be strictly observed which shall be published in the horse-quarters: and those quarters must he purge of rogues and thieves. He must alwayes carry his staffe or truncheon in his hand, (the badge of his office) and having the same, it is death for any souldier any way to lay hands on him. If he be to take a prisoner, he must not enter the quarter without leave of the Chief, but the Chief is to cause the delinquent to be delivered to him. But if the offence be hainous, so as the delinquent is like to run away for it, he may (of his own authority) enter any quarter; but not carry the prisoner away without licence of the Chief of that quarter. In marching, he is to clear the by-ways of straggling souldiers, to prevent them of pillaging.

Some make it part of his charge to provide guides, and to have regard to the baggage, both for the placing of it in the quarter, as also for the safetie of it; to that end sending one of his men before, with the Quartermaster Generall, by whom the baggage may be conducted to the place assigned. But this more properly belongeth to the office and charge of the Waggon-master.

Then follows an essay headed 'Of the Corruption of Cavallrie,' and immediately after this, 'How to reform the Cavallrie.' The good principles set out in these essays are contained in these few words, which are very amply elaborated all through the chapter. They are as follows:

'To suffer a souldier to fall into want by not giving him competent maintenance, maketh him forget obedience and discipline.'

These are very striking words, but there is no doubt that the proper distribution of 'bootie' as described in the following chapter took a very prominent part in this 'competent maintenance.'

CHAP. XVI.

Of distributing bootie.

ALL bootie (whether it be given by occasion of defeating the Enemy, or going out upon parties, &c.) is free to them that take it, whether they be prisoners, or any thing else, the Lord

Generall being in the field. But otherwise, it is to be shared among them that were employed in the action.

One part is for the Infanterie, and two for the Cavallrie: and it is death to him that shall let go any prisoner, or horse, or other bootie, or shall use any fraud whatsoever: and they that shall not discover it (knowing of any such deceit) shall loose their shares. The Captains, being present at the taking of bootie, use to have five shares, and two for two pages. The Lieutenants three, and the Cornets two, and either of them one for a page. But of later times the Captains take ten parts, the Lieutenants six, the Cornets foure, according to the places which they have in forage.

The bootie being reparted, every companie giveth 10. *per centum* to their Captain of what is gotten, though he were not present: to the chief of the troop (though but a private souldier) two parts, and so to the guides.

All the bootie being brought together, they choose two of the discreetest souldiers to cause the bootie to be sold: these keep account of the money taken for it, certifying the Chief thereof, who ordereth to every man his due proportion. The Trumpets must have leave of the chief Commander of the place to sell the said bootie, and the buyer is to give one of every twentie to the trumpeter, for his pains in the sale: which money is to be divided among the trumpeters which were employed in the taking of that bootie; they having no other share.

If one or more horses were hurt or killed in the combat, or any souldiers chanced to be hurt in the said action, those horses must be made good, and the souldiers are to be recompensed, before the bootie be divided, at the discretion of the Chief.

If any souldiers horse fall lame, after the troop be marched a good distance from the quarter, so as he be forced to return back, yet shall that souldier have his share of the bootie as if he had been present at the taking thereof.

Moreover, concerning the taking of prisoners, because other authours are scant in this particular, it will not be amisse (for the better satisfaction of such as are not acquainted with that language) to add something out of the States edict, as followeth.

Every souldier (of what condition soever he be) shall forthwith, and before evening, bring all such of the enemy as are taken prisoners before him, which commandeth in the quarter; upon pain of loosing his prisoner, and being punished with death.

And if any should take some eminent officer, or commander of the enemy prisoner, or other person of qualitie; they shall be bound to present the same (or cause him to be presented and delivered) immediately to the Lords the States Generall, or the Council of

State, receiving for them (as also for other prisoners which the said States shall take to themselves) some reasonable recompence, according to the qualitie or abilitie of the said prisoners; yet not exceeding the summe of 500. pounds, whereby the said prisoner shall remain at the disposing of the said States : and they which took him, ought to have no further pretence to him.

It shall not be lawfull for any man to cause a prisoner to be killed, or set at ransom : nor (after ransom be paid) to suffer him to depart, without leave of the Generall, or of him that commandeth in the quarter, on pain of being disarmed, and banished out of the provinces.

And if any prisoner be found to walk about the leaguer or place of garrison, without leave of the Generall or Commander in that quarter or garrison; the partie which had taken him shall forfeit his said prisoner, to the profit of him who first shall apprehend the said prisoner.

All lawful booties are to be certified by the takers thereof, to the Commander of the quarter within three houres after their arrivall; and are to be registred, and sold in the open market, &c. upon pains of forfeiture, and of corporall punishment, &c.

The description in Chapter XVIII., ‘Of supplying the Cavallrie with good horses,’ is as follows :—

FOR the reforming of the Cavallrie, there is moreover required a singular care, that the companies be supplied with good horses : wherefore it will be necessarie, that when the Cavallrie is retired from the field, the Captains make sale of such horses as be unfit for service, and buy better. When the companies be entered into garrison, the souldiers which are on foot must presently be remounted; that so, in the time of winter, they may at leisure fit their horses for service : for being onely remounted at the time of their going into the field, the horses are not fitted for service, and being young and not used to the bridle, by any little toil they become unprofitable : besides, when a man is put (on the sudden) to buy such as he findeth, they prove not onely the worser, but the dearer. Moreover, those souldiers which want horses are of no service; and these are they (usually) which straggle disbanded, and do most mischief about the quarters. And because oftentimes there is not money assigned apart to remount the souldiers, it were good that among the companies there were a brother-hood or fellowship erected, (which the Spanish call *Platta*) which consisteth in making a cash, wherein the money which is gathered to that end, is kept; as followeth. First, the souldiers of every companie choose foure of their most judicious fellows, with consent of the captain. These, with the farrier of the

companie, must view all the horses of their companie, prizing every one according to his value, and concealing it from the souldiers, to avoid disputes : and of this prizing they must keep a record, that so, if any horse happen to die, it may be known what is to be allowed; provided alwayes, that they go no higher than 50. crowns. To raise this cash, the Captain must give order that a crown be defalked out of every souldiers first pay, foure realls out of a third pay, and eight out of the contributions of a moneth : or else this proportion to be for the first beginning, and afterwards the moitie; or more or lesse as need shall require.

Every horse dying in service, or by mischance, without the souldiers fault, shall be made good to the souldier that lost him.

If a souldiers horse be killed, or otherwise die, whilst he is abroad (with the Captains or Officers leave) about his private businesse, he shall not be allowed for the same.

If a souldier by negligence or malice hurt his horse, or use him so ill that he die; he shall not onely bear the losse of him, but be chastised by his superiours, and chased from the companie.

The Captains must take care that the said deputed souldiers and the farrier visit all the horses of the companie once every week : and finding any not fit for service, to sell them, and buy others.

The said deputies must admonish the souldiers to give their horses good use, as is fitting, giving them oats ordinarily; and against such as they find to do otherwise, to proceed as abovesaid.

These courses will be found very available to preserve the horse; but when the companies are in the field, by occasion of combats, sometime twentie, or twentie five, or more horses being lost in a day out of one entire companie; in such cases the said cash is not of sufficiencie to supplie them, but the Prince is to furnish them.

A chapter devoted to ‘ the proportion of Cavallrie with the Infanterie ’ follows, and the writer first points out that the Romans preferred the proportion of 1 horse to every 10 foot. He then quotes Melzo, who advocated for the wars in the Low Countries 15,000 foot to 4,000 horse. He also goes on to say that ‘ Melzo would have his said 4,000 horse to be of 100 men in every companie, so to make 40 companies of these he would have 10 to be lances, 81 Cuirassiers, and 12 Harquebusiers,’ whereas Basta preferred the Cavalry to be divided into four parts, two parts to be Cuirassiers, one Lances, and one Harquebusiers.

The accompanying illustration appears with the chapters concerning the arming of the different descriptions of the Horse. Chapters XXI., XXII., XXIII., XXIII., XXV. describe the arming of the above, as follows :—

CHAP. XXI.

Of the arming of the Cavallrie, and their kinds.

AS the ends and employments of the Cavallrie are divers and severall, so there is a diversitie necessarily required in their persons, arms, and horses. The Cavallrie are according to their arming, of two sorts; heavie, and light.

The heavie armed (the ancient manner of men at arms being long since abolished) are for the most part said to be Lances and Cuirassiers, howsoever authors differ in their opinions about them: for *Basta* reckoneth the Lancier, and *Melzo* both Lance and Cuirassier among the light.

The light armed are of three kinds, Harquebusiers, Carabines, and Dragons, being three distinct and severall kinds of arming, howsoever the said authors (and others) take them promiscuously for one and the same.

The arming of the Cuirassier, is chiefly defensive.

The arming of the Harquebusier, Carabine, and Dragon, is chiefly offensive.

The arming of the Lancier (where he is used) is both offensive and defensive.

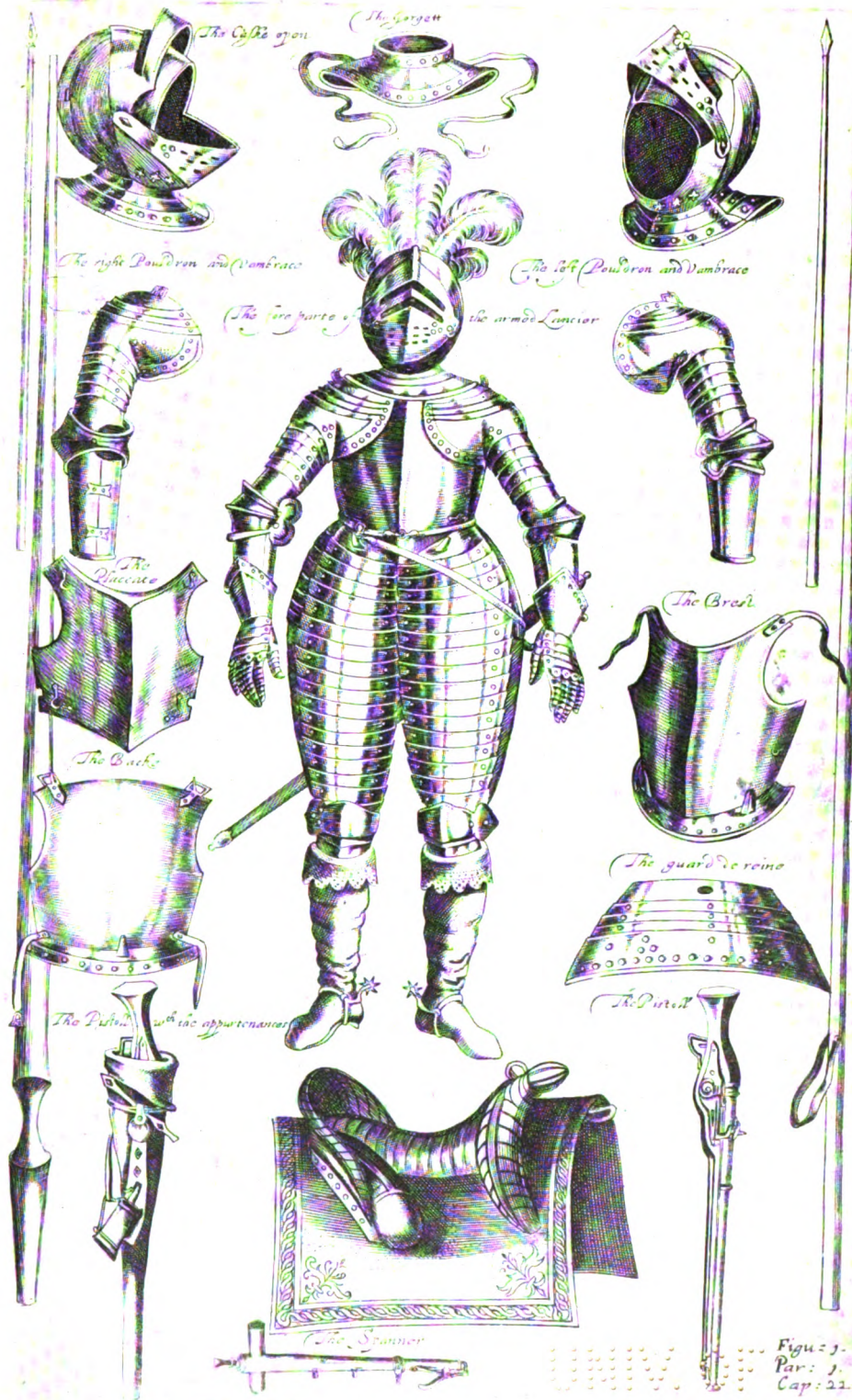
CHAP. XXII.

Of the Lancier his arming.

THEY which preferred the Lance before any other kind of Cavallrie, gave this double reason. 1. Because the Lancier requireth more exercise and pains both for himself and his horse: 2. Because he must have a horse of a higher price then the rest.

This kind of arming was first invented to pierce and divide a grosse body, and therefore requires force and velocitie for the shock. His horse was to be of 15. hand high at the least, strong, swift, and well managed.

His arms were a close casque or head-piece, gorget, breast, pistoll-proof (as all the Cuirasse in every piece of it) and calliver-proof (by addition of the placcate) the back, pouldrons, vanbraces, two gauntlets, taffets, cuissets, culets, or guerd-derein; all fitting to his body: A good sword (which was to be very stiff, cutting, and



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sharp-pointed) with girdle and hangers, so fastened upon his cuirasse as he might readily draw it : a buff-coat with long skirts to wear between his armour and his clothes : his lance, either after the wonted manner, or (as *Walhausen* hath it) after the manner of a pike, onely somewhat thicker at the but end, the head of it to be either three-edged or otherwise like a pike head, made strong and sharp, the length to be about 18. foot, it being (otherwise) of little effect either against Infanterie or Cavallrie : within two foot of the but end to be bored through, and through it a thong of strong leather to be put, to fasten it to the right arm, for the surer holding and better managing thereof. On the outside of his right stirrop, to have a socket of leather fastened thereunto, to place the but end of his Lance therein. His saddle to be handsome, made with advantage, fit for the rider, to keep him firm against the violence of a shock : thereat he should have one, if not two pistols, of sufficient bore and length, with keyes and car-touches : also he must have a flask and touch-box, and all appurtenances fitting. All which is apparently demonstrated in this adjoining figure.

Figure 1. Part 1.

CHAP. XXIII.

Of the arming of the Cuirassier.

THE Cuirassier is to be armed at all points, and accoutred with a buff-coat under his arms, like the Lance. His horse not inferiour in stature and strength, though not so swift. He must have two cases with good fire-lock-pistols hanging at his saddle, having the barrell of eighteen inches long, and the bore of twenty bullets in the pound (or 24 rolling in) a good sword stiff and sharp-pointed like the Lancier. This sort of Cavallry is of late invention : for when the Lanciers proved hard to be gotten; first, by reason of their horses, which must be very good, and exceeding well exercised : secondly, by reason their pay was abated through scarcity of money : thirdly and principally, because of the scarcity of such as were practised and exercised to use the lance, it being a thing of much labour and industry to learn : the Cuirassier was invented, onely by discharging the lancier of his lance. He is to have a boy and a nagge (as is otherwise said) to carry his spare arms, and oat-sack, and to get him forrage. His saddle and bit must be strong, and made after the best manner. He is also to wear a skarf, as hath been shewed cap. 20. He is to have his bridle made with a chain, to prevent cutting; and he must be very carefull to have all his furniture strong and usefull.

CHAP. XXIII.

Of the arming of the Harquebusier and Carabine.

THE Harquebusier was first invented in *France*, at the time of the warres of *Piedmont*; whom *Melzo* and *Basta* would have either not armed (though they confesse themselves contradicted therein by others) or but slightly (onely with a head-piece and breast) and those but some few of the formost. But the printed edict of the States of the United Provinces expressly commandeth, that every Harquebusier be armed with an open cask, gorget, back and breast of the horse-mans furniture: and Captain *Bingham*, in his Low-countrey exercise, appointeth him a cuirasse pistol-proof. Moreover, by the late orders resolved on by the Council of Warre, the Harquebusier (besides a good buff-coat) is to have the back and breast of the Cuirassiers arming, more then pistol-proof, the head-piece, &c. For offensive arms, he must have the harquebuse of two foot and a half long (the bore of 17. bullets in the pound rolling in) hanging on a belt by a swivell, a flask and touch-box, and pistols like the Cuirassiers (as some writers have it). His horse (according to the said edict of the States) should not be under 15 hand high, being swift and well managed. The Carabine is to be mounted on a midling gelding, and to have a good buff-coat, a carabine or petronell (the barrell two foot and a half long, the bullet 24 in the pound rolling in) hanging as the harquebuse, a sword, girdle and hangers, flask and touch-box, as the Harquebusier.

CHAP. XXV.

Of the arming of the Dragon.

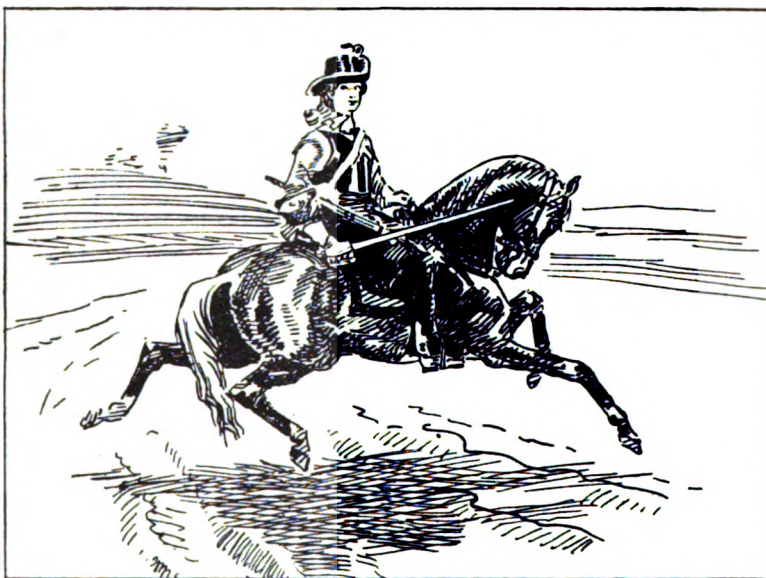
THE Dragon is of two kinds; pike, and musket. The pike is to have a thong of leather about the middle of the pike, for the more commodious carrying of it. The musketier is to have a strap or belt fastened to the stock thereof, almost from the one end to the other, by which (being on horse-back) he hangeth it at his back, keeping his burning match and the bridle, in the left hand. His horse is of the least price, the use thereof being but to expedite his march, allighting to do his service.

(*To be continued.*)

*TROOPER CHRISTIANA DAVIS, 6th (Inniskilling)
Dragoons*

DURING the reign of King William III. Mrs. Christiana Davis served as a dragoon in Conyngham's Eniskillen Dragoons for several years undiscovered.

On July 12, 1691, at the battle of Aghrim in Ireland, she received a wound and her sex became revealed; she had previously displayed great valour. Subsequently she went to Flanders, being employed to serve her comrades with water and other necessities, even up to the cannon's mouth. For



her courageous behaviour she obtained an allowance from Chelsea Hospital of one shilling per day until her death.

She married her third husband, a pensioner named Welsh, of the Royal Hospital, and resided the latter part of her life in Chelsea, near the Royal Hospital. She expired in 1739 and was buried, according to her own desire, among the old pensioners in Chelsea Hospital burial-ground, and three volleys were fired over her grave. The name 'Welsh' is still legible upon her gravestone.

A. L.

**OPERATIONS OF THE MOUNTED TROOPS OF
THE EGYPTIAN EXPEDITIONARY FORCE** (*continued*)

By LIEUT.-COLONEL REX OSBORNE, D.S.O., M.C.
13th/18th Hussars

CHAPTER XXVI. PHASE V.

(Ref. Map C, CAVALRY JOURNAL, October 1922; and Plate XVI.)

Advance on Damascus.

As previously stated, the C.-in-C. had ordered Descorps to pursue to Damascus, to occupy the city, and to intercept the Turkish IVth Army, which was retreating from Amman through Deraa to Damascus.

On September 26, *Fourcav.* concentrated at Beisan, with one Brigade at Jisr Mejamie and patrols out eastward searching for the allied Arabs.

Ausdiv. concentrated at Tiberias with patrols to Safed; *Fivecav.* moved up from the coast to Kefr Kenna, close behind *Ausdiv.*

September 27. (see Plate XVI.)

At 0600 hrs. *Ausdiv* left Tiberias, followed by *Fivecav.* All went well until the Jordan was reached, and here the bridge at Jisr Benat Yakub was found to be destroyed, and the opposite bank held by Turks and Germans with field guns, machine guns and rifles. *Ausdiv.* was faced with a very difficult task; the enemy's position completely commanded the river; a turning movement by the north would be cramped for room, as the southern end of Lake Huleh is only $1\frac{1}{2}$ miles north of the bridge; and to the south of the bridge the river is un-

fordable, and the country, east of the river, only just passable, owing to the huge slabs of lava rock which cover the glacis sloping down to the river (*see* Photo No. 20).

East of Jordan the road runs as if in a defile, owing to the almost impassable nature of the ground to north and south of it; and it rises over 3,500 feet before Kuneitra, 13 miles away, is reached.

The situation was an anxious one; time was a vital factor if the Turkish IVth Army was to be intercepted at Damascus; and it was obvious that the enemy in position east of Jordan was holding an ideal rearguard position, and that many more equally suitable positions existed between it and Kuneitra.

A frontal attack would have been costly, and the G.O.C. Ausdiv. decided to try and turn both flanks and so manœuvre the enemy out of his position.

The 3rd A.L.H. Brigade was ordered to try and cross the river at the south end of Lake Huleh; the 5th A.L.H. Brigade, to hold the enemy in front with one regiment, and to cross with the remainder about 3 miles to the south, where a ford had been reported.

Both brigades were energetically opposed and did not succeed in crossing for many hours; the leading regiment of 3rd A.L.H. Brigade got across a few men at a time under cover of the massed fire of the remainder of the Brigade, including the other two Regiments, the M.G. Sqn., and the R.H.A. battery. The 5th A.L.H. Brigade, a few miles to the south, turned the southern flank of the position; although they found no ford, they were able to effect a crossing, as they were outside the reach of effective opposition. In this case, therefore, it was the mobility of the Cavalry which defeated the defending Infantry.

Owing to the rough country east of Jordan, Ausdiv. was not concentrated at Deir el Saras until well after dawn the following day, September 28, and most of the troops had been struggling all night amongst the rocks.

The enemy, estimated at 1,000, succeeded in escaping in motor lorries; they left 70 prisoners and four field guns in our hands. A delay of nearly 24 hours had been forced upon Ausdiv.; a delay which might have been much greater but for the splendid determination of the Australian Light Horse to force a crossing.

September 29.

Early on this day Descorps Head Quarters, Ausdiv. and Fivecav. were concentrated at Kuneitra; Australian engineers had repaired the Jordan bridge and all the transport was across. The *Intelligence* showed that we were on the far side of all the main obstacles to success, for from Kuneitra a great plain stretched away to Damascus.

Much time had been lost; it was felt that great efforts must now be made to reach Damascus, if the Turkish IVth Army was to be intercepted. It was decided that Ausdiv. should march at 1700 hours, followed by Fivecav., and it was hoped that Damascus, thirty-seven miles distant, might be reached early next morning.

Earlier in the day an armoured car reconnaissance had disclosed the fact that a hostile force, with guns, was in position astride the road about four miles south of Sasa; and in spite of this fact, the night march was ordered.

At 2000 hours, the 3rd A.L.H. Brigade was held up by M.G. fire between the Wadi Mughaniye and Sasa. They were ordered to clear the enemy away. The operation proved very difficult owing to the masses of lava deposits making it impossible for mounted men to move across country in the dark; the enemy's right flank was protected by an impenetrable bog.

An attack was made in the dark, and at 0300 hours on September 30, the enemy was driven from his position by 3rd A.L.H. Brigade, leaving two field guns, seven M. Guns and 25 prisoners in our hands.

The experience of this night seems to show that it is unwise to march Cavalry through the night if opposition is to be expected; Cavalry are not well able to carry out an attack on a position during darkness. In this case the 3rd A.L.H. Brigade fought for many hours through the night, while the remainder of Ausdiv. and Fivecav. lay down on the road holding their horses and listening to the fight in front. As a result no one in two Divisions got any real sleep and little progress was made.

It is easy now to say that it would have been wiser to have postponed the hour of march from Kuneitra until such time as would have ensured the Advanced Guard coming up against the enemy's known position soon after dawn next morning, instead of, as occurred, early in the night.

September 30.

To make up for the delay, the pursuit was pushed with great speed; the way seemed open to Damascus, still 20 miles distant. During the morning a contact aeroplane dropped a message on Ausdiv. Head Quarters to say that about 2,500 Turks were in position on the ridge Jebel el Aswad, a narrow ridge which extends westwards as far as the village of Kaukab on the main Damascus-Kuneitra road.

General Hodgson decided to operate with the whole of Ausdiv. in order to reduce delay to a minimum. He ordered the only two regiments of the 4th A.L.H. Brigade which were present, under Lt. Col. Bouchier, to attack frontally against the enemy's right at Kaukab, supported by the fire of 19th Brigade R.H.A.; while the 5th and 3rd A.L.H. Brigades were to manœuvre round the enemy's right, directing their advance on Katana.

Under support from very heavy fire from the Horse Artillery, and assisted by the movement of the two Brigades past the enemy's right, Col. Bouchier's force very quickly completed all preliminary arrangements and made a mounted attack

straight at the ridge. The enemy did not wait; large numbers fled into the woods behind the position, to be captured later on; but they left seventy-two prisoners and twelve M.Gs. in Col. Bourchier's hands.

On this occasion the unusual sight could be seen of an entire Cavalry division (less one regiment) manœuvring in two wings in comparatively close formation across an open plain against an enemy in position, with the R.H.A. in action supporting the advance; both wings of the Division being within full view of each other, and the Divisional Commander riding forward with his staff between the two wings and controlling them by gallopers. Such a manœuvre had been visualised in our training manuals, but has seldom actually occurred in modern war; it is not likely to occur often, if ever, in the future, unless the enemy's Air Forces are first driven from the battle area, as was the case on this occasion.

Meanwhile, a hostile column of 2,000 had been reported by contact aeroplane to be moving from Kiswe towards Damascus (*see* Plate XVI.). The G.O.C. Fivecav. sent 14th Cavalry Brigade to intercept this force. This brigade cut the enemy column in half, capturing the bulk of the leading portion, including the remnants of 3rd Turkish Cavalry Division, with Divisional Commander and staff. The Brigade then pushed on and bivouacked for the night in the southern outskirts of Damascus.

The rear half of the column cut in two by 14th Cavalry Brigade broke back and moved up the W. Zabirani towards Khan Shiha. The remainder of Fivecav. was sent to deal with this and captured 1,000 prisoners, heading the remainder off towards Fourcav., the guns of which Division were seen, just before dusk, to be firing from the direction of Khiara towards Kiswe. Thus, at this hour, the junction of the two widely separated columns of Descorps may be said to have been effected; and also the Arab Forces from the east had established touch with Fourcav.

Fourcav. had carried out a pursuit of 140 miles in six days; it had met difficult country throughout, and had carried its supplies with it on wheels. The following is an extract from Descorps' report on the march of *Fourcav.* :—

'*September 26.* *Fourcav.* was moving *viâ* Jisr Mejamie and Irbid on Deraa. The road was found very difficult and bad. The leading Brigade (10th Cavalry Brigade) met with opposition *en route*, but made Irbid by nightfall.

'*September 27.* 10th Cavalry Brigade still met with opposition and some good work by the Dorset Yeomanry in a charge resulted in 200 prisoners and twenty machine guns. Touch was gained with the Arab Forces to the east.

'*September 28.* Deraa was entered without opposition. It was found in a general state of confusion, having been heavily bombed by our aeroplanes and looted by Bedouins.

'*September 29.* *Fourcav.*, with the Arab Forces on the right flank, reached Ezra (Dilli) Sta., and got into touch with the retreating Turkish IV. Army.

'*September 30.* The Division followed up the retiring Turks, firing into and breaking up their columns, and on *October 30* 1st arrived at Zerakiye, getting in touch with the remainder of Descorps.'

Ausdiv.

After breaking down the opposition at Kaukab, about noon September 30, *Ausdiv.* pressed on through Katana; its task was to get astride the enemy's lines of retreat from Damascus along the Beirut and Homs roads. (Plate XVI.). 5th A.L.H. Brigade followed by 3rd A.L.H. Brigade found the hills and gardens about El Mezze strongly held and 16 machine guns were located firing from long-prepared positions. Two alternatives presented themselves: the first, to charge mounted along the narrow plain, only a few hundred yards broad, which runs south-west from El Mezze (Map C); the second, to turn to the left and scramble on foot up the hills to the west of El

Mezze, and so reach the Barada Gorge from the heights above and to the south of it.

It was decided not to run the risk of the heavy casualties which might be expected if a mounted attack was made into such a confined space: this is one of the few occasions in this pursuit when the British Cavalry declined the mounted attack when the surface of the ground was suitable for it.

The dismounted Cavalry working into the hills made little progress; fortunately, about 1300 hours, Notts Batt. R.H.A. arrived and quickly came into action against the enemy's machine guns; the effect was almost instantaneous; the machine guns ceased firing, and the crews abandoned their guns and fled; such is the effect of even weak artillery upon demoralised troops. Few better examples could be found to show the necessity of a mobile artillery, even though weak in shell power, with a Cavalry formation.

Scrambling over the hills, the 5th A.L.H. Brigade, led by the Régiment Mixte de Cavalerie (Le Commandant Lebon), reached the southern heights overlooking the Barada Gorge just before dusk (*see* Photo No. 21).

It was seen that a huge crowd of fugitives (now believed to have consisted of 14,000 troops and the belongings of Turkish officers, including their wives), and masses of transport were struggling to escape through the gorge. Machine guns were turned on to the head of the column and the defile was turned into a veritable shambles; railway trains and every conceivable kind of transport were wrecked. There was no way of escape for those in front, and those in rear fled back to Damascus; 4,000 of these were captured by 14th A.L.H. Regiment (*see* Photo No. 22).

The next morning, October 1, the 3rd A.L.H. Brigade succeeded in getting astride the Damascus-Homs road, and the large force in Damascus and all that remained of Turkish IVth Army were trapped; 13,000 of these were rounded up by Ausdiv. during this day. It is believed that at least



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Photo No. 21.—LOOKING WESTWARD AWAY FROM DAMASCUS, SHOWS THE NARROW BARADA GORGE THROUGH WHICH RAN THE ABANA RIVER, A METALLED ROAD, A SINGLE-LINE RAILWAY AND A TELEGRAPH LINE.

Through this Gorge 6 railway trains and a column of 14,000 Turks attempted to escape. The head of the column was caught by M.G. fire from the hill on the left of the photo, and the Gorge was turned into a shambles.



Photo No. 20.—TAKEN FROM THE WEST SIDE OF JORDAN AND LOOKING N.E. IT SHOWS THE ENEMY'S FIELD OF FIRE DOWN TO THE BRIDGE AND TO THE RIVER OBSTACLE COVERING HIS FRONT; ALSO LAKE HULEB, $1\frac{1}{2}$ MILES NORTH OF THE BRIDGE, COVERING HIS FLANK.



Photo No. 22.—SHOWING THE WRECKAGE ON THE ROAD IN THE NARROW DEFILE, WHICH TOOK 10 DAYS TO CLEAR BY BURNING; 375 BODIES WERE FOUND ON THE ROAD.

22,000 (including sick) were taken at, or in the vicinity of, Damascus.

With the capture of this city, the triumph of General Allenby's army was complete (*see* Photo No. 23, Frontispiece).

On September 26, when Descorps started out on the second stage of its pursuit, some 45,000 Turks and Germans were still in Damascus or retreating on it. It is true that these troops were in a state of disorganisation, but, given time, the enemy could have formed a force capable of delaying any further advance. The destruction of the Turkish IVth Army and the capture of an additional 20,000 prisoners prevented any possibility of this. The remnants of the Turkish armies in Palestine and Syria, numbering some 17,000 men, of whom only 4,000 were effective rifles, fled northwards, a mass of individuals without organisation, without transport, and without any of the accessories required to enable it to act even on the defensive.

The prisoners captured by Descorps and passed through the Corps cages between the dates September 19 and October 22 numbered 2,417 officers and 46,409 other ranks, of which 158 Officers and 1,703 other ranks were Germans. These do not include large numbers evacuated direct to hospitals.

The battle casualties of Descorps (3 Cavalry Divisions) during the operations were very light, amounting to :—

	British Officers.	Indian Officers.	British O.R.	Indian O.R.
Killed -	11	5	51	58
Wounded -	36	12	200	117
Missing -	1	—	15	27
	—	—	—	—
Total -	48	17	266	202

The sick rate of the Corps, however, had been exceptionally high, principally due to malaria; as a result, Fourcav. was unable to march when called on later to follow Fivecav. northwards towards Aleppo.

CHAPTER XXVII.

Although the enemy's field armies had practically ceased to exist, General Allenby determined to exploit his success and to advance to the line Rayak-Beirut (*see* Plate XVII.). This would provide a port, with a road and railway leading inland to Rayak and Damascus.

One move forward led to another, and as a result Fivecav. was called upon to make, and successfully accomplished, a most remarkable march, which only ended at Muslimie Junction, north of Aleppo.

The writer did not accompany the march, and cannot attempt to describe it; it was of such a remarkable nature, however, that a detailed account of it by someone who took part would be welcomed in the CAVALRY JOURNAL.

This account of the doings of Descorps would be incomplete, however, without some statement as to the task accomplished by Fivecav.: the following is, more or less, an extract from the C.-in-C.'s despatch (*see* Plate XVII.).

Descorps, leaving Ausdiv. at Damascus, moved on Rayak on October 5. No opposition was encountered; on the aerodrome were found the remains of 30 aeroplanes, which had been burnt by the enemy before he retired.

In the meantime the 7th (Meerut) Division had marched from Haifa to Beirut, arriving on October 8. Ships of the French Navy had already entered the harbour.

October 9. Descorps was ordered to continue its advance and occupy Homs, leaving Ausdiv. at Damascus; XXIst Corps to advance along the coast from Beirut for 50 miles to Tripoli.

Fivecav., preceded by a column of armoured cars, reached Homs on October 15, having marched over 80 miles since leaving Rayak.

Tripoli, on the coast (50 miles north of Beirut), had been occupied on October 13 by XXIst Corps Cavalry Regiment and armoured cars; they were followed by one Brigade of 7th



PLATE XVII.

(Meerut) Division. The occupation of Tripoli provided a shorter route by which to supply Fivecav. at Homs.

Having secured Homs and Tripoli, the C.-in-C. determined to seize Aleppo quickly. Fivecav. and the armoured cars were alone available. Ausdiv., at Damascus, was over 100 miles distant from Homs, and could not be brought up in time. Fourcav., near Rayak, was much reduced in strength by sickness, and needed a rest to reorganise. Time was of importance, and the C.-in-C. judged that Fivecav. would be strong enough for the purpose. The information available indicated the presence of some 20,000 Turks and Germans at Aleppo; of these, only some 8,000 were combatants and they were demoralised; moreover, reports from all sources showed that considerable numbers were leaving the town daily by rail for the north.

On *October 20* the armoured cars under command of G.O.C. Fivecav. had reached Hama without opposition. They consisted of Nos. 2, 11 and 12 L.A.M. Batteries and Nos. 1 (Australian), 2 and 7 Light Car patrols, (Ford vans carrying one or two M.G.s and crew).

On *October 21* Fivecav. marched from Homs.

On *October 22* the armoured cars reached a village half-way between Homs and Aleppo, just as the enemy's rearguard left the village in lorries. A German armoured car, a lorry and some prisoners were captured.

The enemy was not encountered again till *October 24*, when a body of cavalry was dispersed ten miles south of Aleppo. Five miles further on, the armoured cars were checked by strong Turkish rearguards, and had to remain in observation till the Cavalry came up.

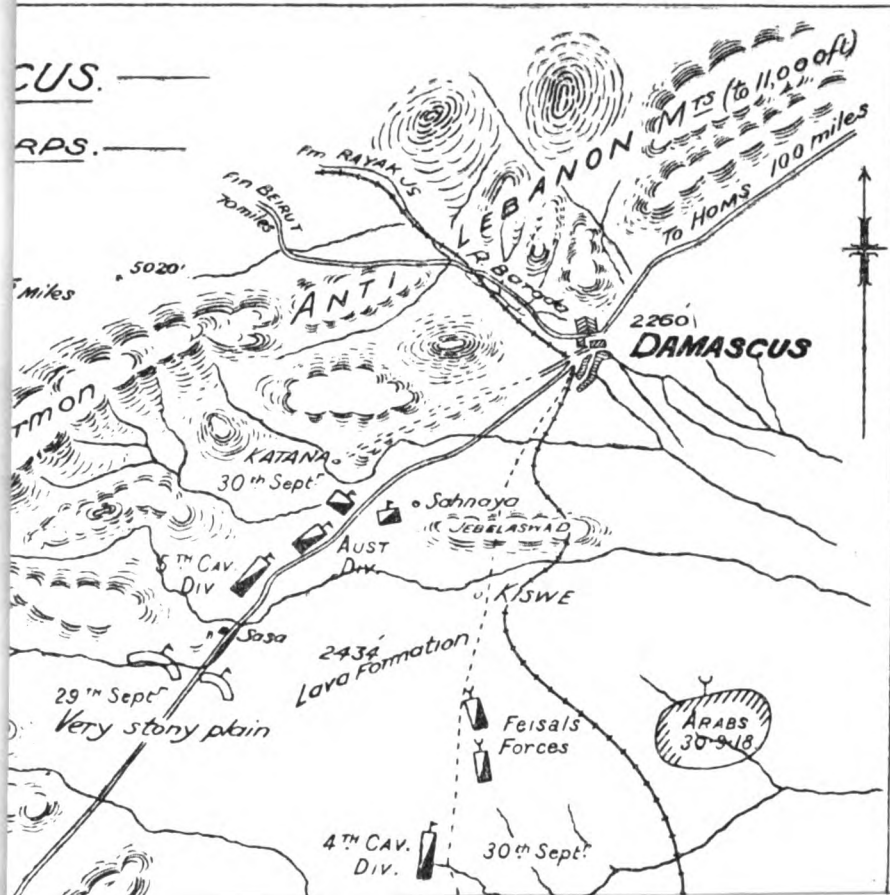
On the afternoon of *October 25* the armoured cars were joined by 15th (I.S.) Cavalry Brigade; that evening a detachment of the Arab Army reached the eastern outskirts of Aleppo, and during the night forced their way in, inflicting heavy casualties on the enemy.

Early on the morning of October 26 the armoured cars and 15th Cavalry Brigade, moving round the west side of the town, gained touch with the enemy. The Turkish rearguard consisted of some 2,500 Infantry, 150 Cavalry, and eight guns. The Mysore Lancers and two squadrons of Jodhpur Lancers attacked the enemy's left, covered by the fire of the armoured cars, the M.G. squadron, and two dismounted squadrons of Jodhpur Lancers. The Mysore and Jodhpur Lancers charged most gallantly. A number of Turks were speared, and many threw down their arms, only to pick them up again when the Cavalry had passed through and their weakness had become apparent. The squadrons were not strong enough to complete the victory, and were withdrawn till a larger force could be assembled. That night the Turkish rearguard withdrew to a position twenty miles north of Aleppo. Fivecav. remained in observation astride the roads leading north from Aleppo, and occupied Muslimie railway junction; it was too weak to continue the advance to Alexandretta till the arrival of Ausdiv., which had already left Damascus to join it. Before the latter could arrive the Armistice between the Allies and Turkey had been concluded, and came into force at noon on October 31.

Fivecav. had covered 500 miles between September 19 and October 26, and during this period had lost only twenty-one per cent. of its horses.

So ended this great achievement of Desert Mounted Corps. Cavalry history repeated itself a century and more after Jena; and we cavalry soldiers can be quite confident, provided we ally ourselves to modern developments, that history will repeat itself again.

THE END.



TRAINING THE POLO PONY

By **LIEUT.-COLONEL E. D. MILLER, C.B.E., D.S.O.**
(*President County Polo Association*)

IN the April number of the CAVALRY JOURNAL I wrote a short article on the choosing of a Polo Pony, and in this article I propose to give a few hints on the training of the pony when bought.

We will conclude that the class of pony bought is one with a good mouth, broken well as a hack, and with a certain amount of age and condition on her. I say *her* advisedly, as one has a much better chance of success with a mare than with a gelding. Age is a most important point; for, if a man means to get a lot of polo out of a first season pony, one must remember that most of the troubles of equine life occur before the pony is six years old. After this age one is not nearly so likely to be troubled with coughs, splints, curbs and sprains, especially if one is lucky enough to secure a pony that has been well hunted and well fed—in fact, an animal that has gone through the mill and is still sound, and one that has proved that it can stand corn and still retain a placid temperament.

Of course, someone has got to take on the four and five year old ponies, but it is only the exceptional young pony that will stand much hard work at that age, for the risk is far greater, and no one can rely on a young pony in its first season.

The training must be slow and progressive. All lessons must be learnt at a slow pace first and the lessons must be learned perfectly before the pace is increased.

The first lesson taught must be to stop straight and then to rein back. This must be mastered at a walk : the pupil must be treated very gently and must not be forced to rein back, for his body and his muscles must be trained at the same time as his mouth. Balance is achieved in this manner, and if treated gradually and gently his head is got into the right position, his mouth is improved, and the muscles of his hind legs and hind quarters are got under control. If the pony is forced into it, damage may be done to his mouth before the muscles of his hind quarters are trained to stand the strain of reining back, an exercise which he has never put these muscles to before. It often takes several lessons before he will rein back a single pace collectively.

When this first lesson has been mastered at a walk and he will stop straight and will rein back half a dozen paces collectively, the pace should be increased to a gentle canter, stopping straight and reining back a few paces and starting again at the canter on either leg from the rein back. All the work should now be done with one hand only on the reins.

The best way to do this is to make the pony canter round the school, or, if in the open, on the circle, on the right rein off fore and off hind leading. After proceeding round the circle in a collected manner with a loose rein, proceed down the centre, halt, rein back a pace or two and start again at the canter, near fore and near hind leading, and so on, next time starting him on the right rein with off fore and off hind leading. Keep on at this lesson for half an hour, with short pauses for rest.

A pony should not be taught to turn on his hocks, *i.e.*, the figure of 8, till this lesson is mastered : because, till he can do this lesson collectedly, there is too much strain on his mouth and hind quarters, and he is very likely to sprawl about if forced to change before his muscles are in trim. Also, it is very likely to have the effect of making him turn on his forefeet, instead of on his hocks—a very bad fault ; whereas, if he is taught to stop straight and rein back correctly and work

his hocks properly, there will be no difficulty in making him do his turns properly on the haunches.

The next lesson to be learnt is as follows :—

1. Canter round the school (or circle, if in the open) on the right rein.
2. Halt.
3. Rein back.
4. Right about turn on the haunches.
5. Start at a canter round the school (or circle, if in the open) on the left rein.
6. Halt.
7. Rein back.
8. Left about turn.
9. Start at a canter on the right rein round the school, and so on.

When a pony is perfect at these two exercises, then, and not till then, should the figure of 8 be taught.

The preliminary training should be done with a smooth, rather heavy single snaffle and a martingale. The reining back should also be taught on the snaffle. When the training is fairly advanced, a light double bridle may be substituted for the snaffle, but even then the snaffle should be used much more than the curb.

Concurrently with the above training, stick and ball can be taught, at a walk first, and, when thoroughly broken, at a walk, then at a canter. A pony can be trained from 1½ to 2 hours a day without risk, but the above exercises should not last longer than half an hour, the remainder of the lesson consisting of walking and cantering with stick and ball and exercises on the roads and change of scene.

When you take your pupil for a ride along the roads, always be teaching him something. I always make my young ponies canter slowly on the roads, first leading with one leg, then with the other; well bred ponies will learn to canter on hard roads and not knock themselves about any more than

they do trotting, and trotting is not a pace that is ever required at Polo.

Opening and shutting gates and taking the pony through villages and towns and in all sorts of traffic all helps with the training; and it is a good thing, if possible, to take them to different training grounds and fresh fields not near home. If you always train in the same field, especially near home, ponies are very apt to become cunning.

The Figure of 8.

Start on the right, circle inward fore and inward hind leg leading, complete the circle. The change is then made by collecting the pony with both reins, applying a strong pressure of the right thigh and drawn back right leg behind the girth, pressing the right rein on the right side of the neck. The pony will now turn to the left and will form the other loop of the figure 8 by circling to the left with the inward fore leg and inward hind leg leading. Great care must be taken if, when the pony turns, he does not instantly change his legs before and behind, not to attempt to force him to do so at the canter. This will have the effect of making him sprawl and go disconnectedly: he must be instantly collected and pulled back for a pace or two at the trot and made to start again with the inward legs, both fore and hind, leading. If a pony is cantering falsely, *i.e.*, on right fore and left hind, or left fore and right hind leg, he must in the same way be instantly collected, pulled back for a pace or two to the trot, and started again on the correct leg fore and hind.

The pony's education must then be proceeded with in company. He must be taught to meet other ponies, to ride off and to gallop alongside other ponies without racing them.

The most important thing to teach a pony is to go with a loose rein in all paces, so that when the reins are tightened he reduces his pace proportionately to the tension exerted on the mouthpiece of the bit.

Some Hints on Training the Pony to Stick and Ball.

First train the pony to stand the stick being waved all round him without a ball, and, when he is quite quiet and has lost all fear of the stick, begin tapping a ball about; don't hit hard till he is thoroughly accustomed to the ball. Be very careful to avoid hitting him on the legs. Don't try backhanders till he is trained to forward strokes.

Don't, when hitting a backhander, turn on the ball, but ride him past the ball and turn alternately right and left about: if you turn on the ball just as it has been struck and turn the same way each time the pony will learn the trick of turning before the ball is hit, which puts you off your stroke; he should not know which way he has to turn.

If you can, get another pony to accompany you; you will train your pony more quickly, as every pony likes company, and he will not then get sick of it nearly so quickly: also the other man can hit the same ball that you are using or another, and your pupil begins to learn that the game is played in company, also a sticky pony will often follow another, when he will shy off the ball if alone.

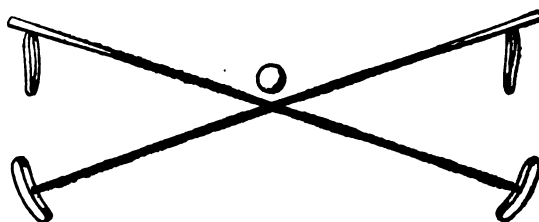
Increase the pace gradually till you have him thoroughly broken to all strokes at a gallop.

Try to get the pony to go with a loose head at all paces; but, if you must hold him in, be careful to loose his head when you strike the ball; for, if you keep him tight by the head, you are almost certain to job him in the mouth at the moment of striking the ball. The result of this is that the act of striking the ball is connected in the pony's mind with a job in the mouth, the pain of which will make him shy off the ball.

One of the best exercises possible is backhand hitting on both sides of the pony, at a canter first, and then at a gallop, always being careful to turn about alternate ways right and left about, and making the pony change his legs before and behind at the moment of turning. This is the

best possible exercise and practice both for the man and the pony, as it gives the man plenty of practice in backhand hitting, and makes the pony do continual elongated figures of eight, which is the best possible exercise for making him handy. The figure can be varied, for you can either make a regular figure of eight, or you can pull him up straight after hitting the ball, and turn him round on his hocks and start him again at the canter or gallop as his education proceeds.

The last stage of the training, before putting your pupil into a club game, is, if possible, to get up cantering games, two or three aside, so as to get him accustomed to other ponies and sticks flying about, riding off and meeting other ponies, &c. In a regiment with keen subalterns this should always be possible in the spring, and can be carried out even in a rough field, and, of course, is a very much simpler matter in India.



**THE TRAINING OF POLO PONIES ACCORDING
TO THE METHOD OF THE LATE
LIEUTENANT-GENERAL SIR PRATAP SINGH
OF JODHPUR, G.C.B., ETC.**

Compiled from notes by MAJOR A. J. REYNOLDS, *15th Lancers,*
Military Adviser to the Jodhpur State

At the request of those who were acquainted with the wonderful results achieved by the Jodhpur system of training polo ponies, of which the world had ample proof at the great Delhi tournament held in honour of the Prince of Wales's visit, I have endeavoured to fix on paper the methods employed by 'Sir P.'—the title by which Sir Pratap was known and loved throughout the length and breadth of India.

He had agreed, a few days before his death, to compile some notes on his methods of training ponies, which were to be translated, and which we were to go through together.

But it was not to be; the gallant old gentleman died as he would like to have died, with all his faculties about him, after his invariable morning ride, suddenly of heart failure—a great loss to the Empire, to India, and to the Polo world in general.

I have never met anyone so wrapped up in horses and ponies. Polo and pigsticking were the breath of his life.

Last year, at the age of 77, I saw him riding after pig as few young men would care to do.

Those who met this grand old Rajput chieftain in France and saw his deep and genuine disgust at conditions which ruled out the possibility of his leading his Jodhpur Lancers in person and overthrowing the enemies of the King, got an inkling of the spirit of the man.

To die in the field, preferably from a saddle, was the summit of his ambition.

As a preparation, it behoved a man to fit himself to this seemingly end by skill in selecting, training, and managing his other half—the horse.

The methods here outlined were gradually evolved by Sir P. and General Sir Stuart Beatson, when Jodhpur first rose to polo fame, some 30 years or more ago. Like all sane methods, they were flexible, and varied to suit the temperament and build of the particular pony under training.

The majority of the ponies came to his stable more or less raw.

‘Sir P.’ loved ‘Quality,’ and his stable showed the result, for a nicer lot than the 100 horses and ponies it contained would be hard to find in any country.

He tried to buy pedigree ponies, and, for choice, those that had raced. He did not mind if they had not won a race, provided they knew how to move.

Failing these qualifications, he would buy good-looking ponies with quality and put them into the racecourse himself.

This racecourse training was very thorough, lasting from three months up to a year in certain cases.

If, at the end of a year, the pony could not do ‘even time’ over a quarter of a mile with a small boy on his back, he was sold.

For this phase of a pony’s education ‘Sir P.’ had half-a-dozen boys, weighing about six stone, who for the first month or so rode the ponies on the track at a trot (about 4 miles).

As soon as they went quietly at a trot, a part of the distance was done at a slow canter; but this riding on a track always began and ended with a period of trotting to keep the ponies quiet.

No riding boy was allowed to use whip or spurs, whilst their orders were to sit as still as possible.

Ponies at work were led by a fast English thorough-bred,

which would go any pace required, ridden by a good rider. On no account were these ponies allowed to stop at the winning post, but would be pulled up gradually until eventually brought to a walk on the opposite side of the course; they were then sent home in different directions.

'Sir P.'s' usual orders to the pace-maker would run as follows:—'First trot; then canter at 2, 4, increasing to 6 annas or perhaps even to 8 annas; and then reduce speed to 6, 4, and 2 annas, and lastly to a quiet trot.'

Ponies were never allowed to jump suddenly into a gallop, nor might they be stopped suddenly.

Once a week the more advanced ponies were made to do about 2 furlongs at speed, still with their pace-maker; but they were not allowed to go forward out of their place in the string, nor was the boy allowed to push them if they could not keep up.

Inside this racecourse was a deep sand polo ground, and on this the actual training and school work took place. There were no closed riding schools on marked-out *manéges* as we know them, but all work was done on bare, open ground.

When the ponies were nearly up to doing 'even time' on the track, usually after about three months, their polo training proper began.

About six ponies, in snaffles and standing martingales, would be made to follow one another on a big circle at a canter, care being taken that each pony was leading with the correct leg.

After about a month of this work on large circles, both to right and left, provided they were going quietly and smoothly, the ponies were taught to change legs, working always in big circles.

This would go on for some weeks, until it was seen that the pony could go round at full gallop and change at a gallop without fretting.

The next process was riding the ponies about the polo

ground, still in snaffles and martingales, at a smart canter. Again, about six ponies worked in a string, doing serpentines and changing direction and leg all over the ground, till they could do this at full gallop and not pull.

Strong emphasis on doing things gradually was as marked here as during the race-course training; work started slowly and ended slowly. All this schooling on the polo ground was done by the polo players themselves or by experienced riding boys.

The ponies were always mounted on the polo ground and not at the side, as is usually done; they would be led 10 yards or so on to the ground and mounted there.

When changing legs on the circle the pony was taught to turn as quickly as possible, the rider pulling the inner rein around his knee, whilst keeping a firm pressure with his outer leg—a method also in vogue with the Australian roughrider, which is very effective and well worth a trial with a pony that is difficult to turn.

During this phase of cantering about the polo ground the pony was frequently brought to a stand-still, until, after a time, although still on a snaffle, he gradually learnt to pull up almost dead from a smart pace.

When it was seen that a pony would go at a full gallop all over the ground, well in hand, changing his legs when required without attempting to pull, he was introduced to stick and ball.

The player knocked the ball about at a walk, whilst other ponies were being schooled at a gallop around him; provided he went quietly, the pace was gradually increased to a canter and so on. This stage of a pony's training was very thorough and would last for two or three months. Sometimes in the mornings one saw ponies cantering in every direction all over the ground, always well in hand and quiet, and this training would continue until he was perfect with stick and ball, could turn in any direction at speed with a more or less loose rein and without attempting to take hold.

The pony would now be introduced to a rubber-mouthed bit, with a fairly loose curb chain and only one rein, and that in the bottom hole.

In Jodhpur they never ride with two reins at polo, or at anything else, and the rein is always in the bottom ring. The bits are very light, and, as the Rajput has extraordinary light hands, the ponies always have light mouths. Standing martingales are invariably used in all their work, even when galloping in the track. The martingale is generally made of cloth or of soft twisted twine.

Sir Pratap had a most effective way of teaching a pony to stop, turn and gallop back. He would stand on the polo ground, whip in hand, and make the players gallop at him in turn. When the pony was about one horse's length from him, he would crack the whip straight in front of the pony's face. This was most effective in teaching them to halt and go about on their haunches from a full gallop.

The pony would now be entered for what 'Sir P.' called 'baby' chuckers, consisting of young players on old trained ponies, and experienced players on the young ponies. No crooking of sticks or fancy strokes were allowed, nor might players ride one another off; passing was encouraged, to accustom the pony to the ball coming to him from behind or from an angle,—the whole aim being to get the new entry used to the game, to take it as a matter of course, and to eliminate all trace of excitement or any tendency to pull.

It is a popular fallacy that the Rajput plays polo with a loose rein. On the contrary, they maintain an almost imperceptible feeling of the rein, an accomplishment rare amongst Englishmen. To watch them, you might think that they were taking a tight hold, but when you get on to one of their ponies you quickly realise what light hands they have. Few, if any, of their ponies have hard mouths.

Another feature of their riding is the stillness of their legs below the knee: they appear to apply their leg aids by

use of their thighs, the whole seat being characterised by its quietness and supple strength.

They play polo three afternoons a week in Jodhpur, but all the ponies are on the polo ground every morning from 5 a.m. to 8 a.m., where they are given some schooling and the ball is knocked about from each pony for about ten minutes.

On non-polo afternoons the ponies get an hour's trotting on the track, and on Sundays walking exercise morning and evening.

'Sir P.' was a great believer in plenty of exercise and used to say that the cause of more than half the pulling amongst ponies was lack of work.

Eight miles' trotting was the normal exercise given to an animal not in hard work.

Once a pony had got used to slow chuckers he would be taught to ride off, at first with quiet horses that did not resist and allowed themselves to be ridden off the ground. The new pony was never allowed to get the worst of it, so that he should develop the habit of thinking himself top dog and be prepared to go into anything.

Being now considered fit to go into fast chuckers he would be gradually introduced to them, perhaps getting one a week, the dose being gradually increased until he would be considered a full-fledged polo pony. The whole training took about two years, so that if he was bought as a 5-year-old, at seven he was a tournament pony.

They had very few casualties, mainly because they kept their ponies in hard exercise. Should an animal go sick, he was brought back gradually into work by long walking and then by long trotting exercise.

'Sir P.' prided himself on the absence of sprain from his stable and put it down to the amount of exercise he gave them and its progressive nature.

Stable management was another secret of his success

The ponies were taken great care of. All the polo players had to be present at both morning and evening stables.

The feeding consisted of 10 lbs. of crushed barley—except when preparing for a tournament, when crushed oats were given instead—16 lbs. of good grass, and about 12 lbs. of lucerne.

Whilst grooming was in progress, each horse wore his watering bridle, the reins of which were fastened to a long leather thong passing under the root of his tail, the object being to obtain flexions of the head and jaw, which, in practice, proved most effectual.

No man loved horses more than 'Sir P.'

He held his audiences and conducted the affairs of state in a deep verandah overlooking his stables.

And if, as sometimes happened, the question of some past or future performance of a horse arose in the course of conversation, he could be and was produced for you to see and admire.

Ill-treatment of a man was, perhaps, a pardonable matter, but that of a horse—never.

This imperfect sketch of his methods of training will have completely failed in its object if the reader does not grasp the store 'Sir P.' set on work, and plenty of it, in the open; of the necessity of teaching ponies not only to move well, but collectedly and smoothly, without 'yawing' or pulling.

He relied not on severe bits, but looked to overcoming an impetuous temperament by continued steady work, with light hands and with tact. A pony was never bullied; they always looked in the picture of health.

Had he lived to write these notes himself he could have added many touches bearing the impress of the master hand, which would have greatly added to our knowledge.

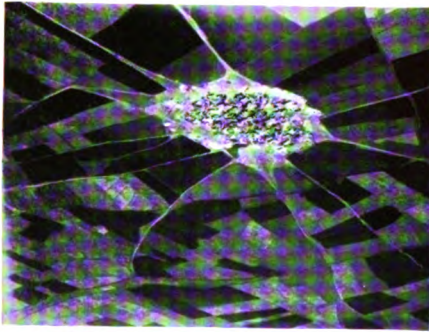
But this was, alas! impossible and the loss is ours.

COMMUNICATIONS IN NORTH PERSIA

By MAJOR-GENERAL SIR W. EDMUND IRONSIDE,
K.C.B., C.M.G., D.S.O.

As a sequel to the campaign against the Turks in Mesopotamia and the Revolution in Russia, British forces found themselves pushed forward into Northern Persia. At one time their sway extended to the Caucasus and the Trans-Caspian railway, but by 1920-21 these had all been withdrawn to Persian territory, with headquarters at Kazvin. Our opponents, the Bolsheviks and the Persian Revolutionaries, were never formidable fighters, but the supply of this North Persian Force was at all times a difficult problem, and a description of some of the conditions may be of interest to the military student.

The ordinary Britisher, if he thinks of the country at all, probably pictures to himself a Persia with many beautiful rose-gardens, each with a trickling stream, where the peaceful inhabitants regale one another with choice poetry. Certainly a country of romance and much to be desired. Reality produces a very different impression. There are indeed rose-gardens in the larger towns and on the estates of the great landowners, but they are obscured by ugly 20-foot mud walls, shutting out the sight of the roses which bloom for such a short time. In spring, the country is at its best, the plains, as in South Africa, becoming alive with flowers of every colour. The whole country is, in fact, amazingly like the high-veldt of South Africa and, except in the early season of the year, assumes that same drab dreariness of brown and yellow, so tiring to the eye. The Persian plateau—for one



1. A TYPICAL PERSIAN VILLAGE FROM THE AIR.



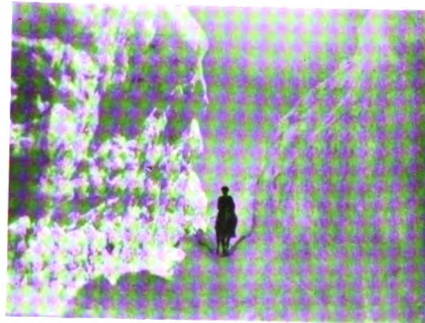
2. A CAMEL CONVOY.



3. A PERSIAN POST-CART.



4. TAK-I-GIRI PASS.



6. A 60-FOOT DRIFT.



5. A ROCK FALL.



7. A CLEARED DRIFT.

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has to climb some 3,000 feet at all points, whether it is from Mesopotamia, the Persian Gulf or the Caspian, in order to reach the centre of the country—has a trying military climate. It is hot in summer and bitterly cold in winter. In summer, the mornings and evenings may be delightful, but the middle of the day is distinctly hot. In winter, a night of several degrees below zero is followed by a bright sun towards midday, melting the surface of the snow and making movement an impossibility. The higher passes rise to 7,000 feet in height, and snow drifts are formidable obstacles. With the arrival of spring, and melting of the snows, rivers and dry stream-beds become roaring torrents, destroying roads and bridges and hanging up communication until well on into the month of May.

Conditions such as these are always difficult from a military point of view. The civilian may avoid them by staying indoors, but the soldier has to take them as they come. It is the line of communications which is tried the most in this kind of campaign, and one is apt to forget how isolated a force of Regular soldiers becomes if something interferes with traffic to and from the base. Who is not affected by the non-arrival of letters from home or by the absence of those little items of news which bind us to the home country, be they but racing or football results? There are many little luxuries, tobacco, cigarettes, sweets and the like, which help to keep up the *morale* of fighting men. All these must come along the line of communications. Even an air mail will fail in such a country during winter. The snow obliterates the landing grounds and makes them impossible. The aerodrome at Kazvin was several times prepared for arrivals and departures by the marching up and down of Ford cars, cavalry, artillery and camel trains. The last-named prove wonderfully efficient as levellers of snow with their flat, cushiony feet. But, even with a passable surface arranged, one must start or arrive while the snow is hard and has not

melted into slush, and that means flying early. One cannot put on enough clothing to keep warm in an open aeroplane with the thermometer registering zero on the ground, and boiling water freezes even as it is poured into the radiators. Over 7,000 feet one has to go to cross the passes *en route* to Baghdad, where the atmosphere becomes more genial in the air. The sudden drop from a great height swathed in heavy clothing, into the heat of the plains, is like the increasing heat of a Turkish bath and most trying to heart and lungs. And *en route*, if the engine fails or the oil or the petrol pipes freeze, down one has to come. The beautiful white sheet below one is only a deception. It may contain ugly-looking jagged rocks to increase the danger of the inevitable crash, for one cannot make a running landing. One can only pray for as many feet of good snow as possible.

Traffic into Persia in the winter was always a difficult matter and, despite every modern means of motor traction, recourse had to be taken, for long stretches of time, to the humble pack-donkey as the only possible means of communication.

Baghdad lies not many feet above sea-level, and the little narrow-gauge train takes one slowly across the plains until the foothills at Quraitu are reached. Here was railhead, a busy little military settlement with its tiny store sheds and gleaming white tents. The civilian traffic was required to stop some miles short to undergo the tedious supervision of the Persian Customs. The railway was very Indian with its Babu station-masters and linesmen from India. Nothing was ever hurried, and delays of twenty-four and forty-eight hours were frequent. To exceed routine was to produce flurry and chaos. One can seldom hurry the East with success. The arrival of the daily train was always an excitement at railhead—the gathering place of all and sundry, to glean the latest Baghdad news and impart the many rumours brought down by convoys from up-country. One was reminded how important

it is to have accurate bulletins at such a place to prevent the circulation of the wildest rumours. The atmosphere in the foothills was always a delight after the stuffiness of the plains, and reminded one once more of South Africa.

From railhead forwards, the journey was carried out by Ford cars for light traffic, and light lorries for the heavier stuff. The motor road was a fine piece of engineering, winding up the Peitak and Takigiri passes to the Karind valley on the plateau above. An historical route this, to and from Persia, as evidenced by the so-called column of Cyrus, where he reviewed his troops as they descended the pass. The old track takes short cuts at times, and it is only there that one is really free from the herds of pack-donkeys moving slowly along, with a couple of shouting Persians in attendance. One is forced to pull up to avoid knocking over the donkeys, as, heavily laden as they are, they cannot get quickly out of the way. As far as Karind the road is not impeded with snow in winter nor washaways in spring, thus considerably lightening the road engineer's task. Karind valley is famous as the spot where all the married families in Mesopotamia were gathered to escape the hot weather and the rebellion in the plains. It lay a derelict in October, 1920, scattered brick chimneys everywhere showing where the huts and tents had stood. Only a few of the larger hospital and mechanical transport camps remained to show the situation of the camp. Karind valley is the last landmark for the flight from Kazvin. Having made this point, the aeroplanes used to strike straight for Baghdad, the twenty minutes across the barren foothills to the plain being an anxious moment, for there is no possible landing place if anything should go wrong with the engine. Even at a great height, it would not be possible to glide to safety in the plains below.

The motors worked in stages. Quraitu to Karind, the first stage, is 60 miles.

From Karind to Kermanshah, mud is the worst enemy of

the road maker. There is never deep snow, but enough to turn the black cotton soil into a hopeless morass. The road-metalling seems to disappear wholesale into the body of the ground without leaving any impression. Snow-clearing was never arduous here, but the heaped-up snow banks on either side were enough to prevent the pack animals from leaving the road, so narrowing the passage that great delay was entailed in passing the long convoys. Travelling at night, the bright head lamps of the motors show up all kinds of animals—hyenas, wolves and foxes clearly distinguishable against the snow—and one often had an easy shot to bring them down as they stood dazzled by the bright lights. The roadside is littered with the bones of the dead transport animals, and one often passed a camel calmly sitting in the ditch waiting for death, accompanied by one or two vultures, who seemed to know that the end was near. Once down through exhaustion or disease, a camel will seldom rise again, and the drivers leave them with a morsel of hay and go on with the remainder. It is all the usual wastage in these parts, and is treated as a matter of course. Kermanshah lay just inside the Russian sphere of influence as laid down in the Anglo-Russian Agreement of 1906, and has been the seat of a British Consulate for many years. In 1920 all trace of the Russians had disappeared, there remaining but the tradition of how they had torn down all the woodwork of the houses to supply themselves with firewood on their disorderly retreat after the Revolution. The town is not imposing, containing only a few large houses with fine gardens. The Headquarters of the Lines of Communication were located here, besides constituting the next stage on the route northwards. Karind to Kermanshah is 60 miles.

From Kermanshah the military road skirts the mountains and away from the pack-route, which follows a more direct way to Bisitun across the sticky cotton soil. Bisitun is famous for its rock-carvings, marvellous lifesize figures of men and

beasts, high up but easily seen from the road and in excellent preservation. Past Kangavar, with the remains of an old fortress, mud is still the chief difficulty until the foot of the Asadabad pass is reached. The road winds up with many twists to the summit, and is a fine feat of engineering. One meets the wind at once on the summit, and it is this that blows up the snowdrifts to such heights in winter. In the winter of 1920-21, over 400 men were continuously employed in clearing snow, and even then their efforts were only partially successful. The little tea-shop sunk in the ground at the summit is the only place in which one can take shelter, and one is glad to leave the pestilent atmosphere of wet clothes and tobacco which stays there always. There are even stables for the post-horses here, for to stay outside in a blizzard means certain death for man and beast.

Hamadan lies close under the Asadabad range, and was the largest city under our control. The Headquarters occupied the fine old fort, enclosed with a strong mud wall. The Russian road-system had already reached Hamadan on its southward move, and from here to Kazvin we had but to improve the road existing. Modern industry has erected a carpet factory here; but the carpets are not like those made in the Persian villages and are coarse, and often coloured with aniline dyes which do not stand the course of time as do the native vegetable dyes. There is always a hospitable welcome to be found in the house of the Manager of the Imperial Bank of Persia, that fine British institution which practically finances Persia. Mr. McMurray, now the head manager in Persia, is well known to all frequenters of this route.

From Kermanshah to Hamadan is 117 miles.

From Hamadan onwards one found little Russian toll-houses, still run by Russian officials of the Road Company, drawing toll from all the non-military users of the road. The people along the road all speak a little Russian, thus showing the hold the Slav had obtained in this northern part of Persia.

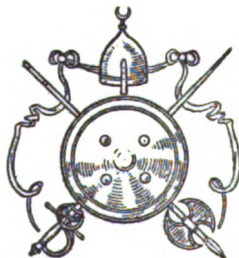
The road officials seem unconcerned as to whether the Tsar or the Soviet rule in Russia. They reimburse themselves as to salaries by the tolls received. I cannot imagine that the accounts of the Road Company are in anything but hopeless confusion.

The last great obstacle is the Aveh pass, the highest on the route. On the summit the British R.E. had placed a board with the name and height for all to see. Snow-clearing was almost impossible here owing to the exposed nature of the pass, and all work had to cease in windy weather.

On the northern side, at the foot of the pass, lies Abi Garm, with a hot spring, as its name denotes. No need for much firewood here, and the detachment of Indian troops revels in the warm water.

Kazvin lies just under the foot of the great Elburz mountains, and one can see them standing up from 40 miles off. The plain seems endless as one moves forward, even in a motor, and the last stretch of the 140 miles from Hamadan is the most weary of all.

The total distance from railhead at Quraitu to Kazvin is 377 miles, and took usually three to four days by motor. For troops and convoys the journey took six weeks of strenuous marching, with many halts for snow-clearing and washaways. For nearly two years the communications were maintained without suffering to the troops, a testimonial which it will be difficult to surpass.



SOME IMPRESSIONS OF THE ITALIAN CAVALRY SCHOOL AT PINEROLO

THE Italian Cavalry School proper is at Pinerolo, a small country town on the edge of the Alps, about 30 kilometres west of Turin, and is commanded by a Brigadier-General. The ordinary course at this School lasts nine months, and all Cavalry Officers are supposed to do the course immediately after joining their regiments from the Military College; but at present they are still working through the officers who joined during the war, and consequently most of the officers now attending the School have several years' service. Between fifty and sixty officers attend each course, and are divided into three sections or rides. A ride, therefore, may consist of as many as twenty officers, but each ride instructor is assisted by at least one, and usually two, assistant instructors. The ride instructors are senior captains, and their assistants are either junior captains or senior lieutenants who have done both courses at Pinerolo and Tor di Quinto. These assistants are normally kept a year and then sent back to their regiments, and are then considered fit to be regimental riding instructors, and the best are marked down as future instructors at Pinerolo.

Each student rides at least four hours a day, does one hour's physical training or fencing, and has at least two lectures a day—all military subjects being taught, as well as riding, training and horse-management. Each student brings two horses to the School and is allotted three School horses—a thoroughbred, a half-bred and a young horse, but only rides four a day.

The two hours' riding in the morning is nearly always done in a riding school, of which they have two. One of these two schools is supposed to be the biggest in the world, and is a very fine school indeed. It is roughly about 78 yards long and about 30 yards wide, and has a very fine glass-fronted gallery, which is divided into three compartments, one of these being strictly reserved for the Commandant and Instructors.

The chief aim of the Italian system of riding and training horses is simplicity. They say that they are not naturally a nation of horsemen and their soldiers only serve for one year, and therefore they cannot aim very high or attempt anything they consider difficult. They have, therefore, eradicated all idea of training their horses to be handy as we understand handiness. They never ride in anything but snaffles; they let the horse find his own natural balance. They practically never ride with the reins in one hand, and merely train their horses to circle and turn freely, willingly and quietly, to stop quickly and quietly but on the freehand and not suddenly, and to canter on a required leg. Changing at a canter is never attempted; in fact, nothing is done which will upset the horse's mind or natural balance. A tremendous amount of jumping is done, and they maintain, and I think quite rightly too, that with their system they will train any horse to be a good safe conveyance over any country and over every imaginable kind of obstacle in a very short time; and that by adopting their seat and position on a horse any man, no matter what his shape or natural abilities, can ride a horse over obstacles or across a country in a very short time. They also maintain that their seat and position is the easiest, both for horse and man, and that our seat and system of balancing a horse more on his hocks puts too much strain on the weakest part of the horse, viz., his loins, and that therefore their horses as a whole will always jump better, higher and more kindly than ours. In support of this I must

say that I saw officers of all shapes and sizes jumping hundreds of different kinds of obstacles daily, and I never once saw a horse interfered with to any appreciable extent, either by being touched in the mouth or by the rider losing his balance, and at Pinerolo a refusal is practically unknown. They ride with a very much shorter stirrup than we do. Their rough guide for length of stirrup is to place the heel of the hand on the buckle of the stirrup leather and have them such a length that the bottom of the iron just reaches the arm-pit. However, in spite of this short stirrup, they insist on the rider being well 'enforked,' and by this they mean that he must keep his seat as near the centre of the saddle as possible and force his knee and thigh as far down as possible; and to do this the lower part of the leg must be drawn well back, but by forcing the heel well down they avoid drawing it too far back. The loins are kept well forward, and the back consequently rather hollow. To remain seated in the saddle in this position at a canter, and not stand in the stirrups, requires considerable practice and suppleness of the loins and hips, and a very long period of trotting makes the back muscles ache terribly until one gets used to it.

When jumping, the body is kept well forward with the centre of gravity well over the knees, and the seat, though it should have no weight on the back of the saddle, should not leave the saddle to any appreciable extent (*see* Plate 1). In this picture the rider has brought his body slightly further forward than necessary, but otherwise his position is very good.

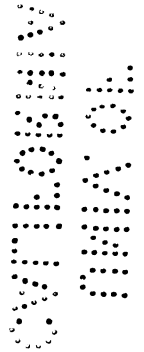
Jumping is practically their be-all and end-all in riding; they have no polo and they do no skill-at-arms mounted. Show-jumping is their chief sport. Shows are held all over Italy all the spring, summer and autumn, very large money prizes are given, and consequently methods which are successful in training show-jumpers carry as much weight with them as

methods which are successful in training polo ponies and hunters do with us. Our ideal troop horse could play polo and so be quick and handy for mounted combat, and see a good hunt. They do not consider that it is necessary to have a horse handy and quick enough for mounted combat, and say that it is beyond their powers to train horses to that extent with their present short service, and that it is unnecessary for modern warfare and, thirdly, that it would spoil their horses for jumping.

In working in the School tremendous stress is laid on the importance of making men and horses work individually and not too much as a ride. Most of the work was done *a volontà*, each officer turning or circling his horse as he pleased in the centre of the school.

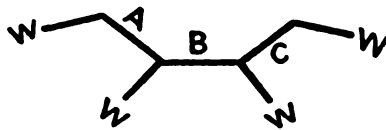
Mounting is *always* done without stirrups, and I believe even the soldiers in full marching order have to mount without stirrups, though I never had an opportunity of seeing it done. Each horse was only worked for an hour in the school, but work during that hour was pretty strenuous, and at the end of an hour each officer and horse was sweating pretty profusely and quite ready for a rest. During the first week most of the time was spent in getting officers into the correct seat, and acquiring this seat made everyone's back muscles ache pretty considerably. Jumping, however, was soon started, and once started went on unceasingly. One started by trotting and cantering in single file over a pole on the ground, which was raised very gradually and never put more than 2 feet 6 inches high in the first three weeks.

While working in the School, the Instructor was never mounted. Any necessary demonstrations were given by his assistants, who usually led the ride or were detailed to point out various faults to individuals while the work was going on. The Instructor was then able to concentrate the whole of his attention on his ride, and was never disturbed by his own horse.





The two hours' riding in the afternoon was nearly always done out of doors, and if the School was used at all it was only used for one hour. Outdoor work in the afternoon was usually done in what they called the 'Campo Ostacoli.' This was a large circular plot of ground round the outside of which was a sandy exercising track about half a mile round. Inside this track and near the entrance was a large circular sandy *manège*, and in the centre of this *manège* were three permanent jumps arranged thus :—



'A' was a brick wall. 'B' and 'C' were two pole jumps, both capable of being raised or lowered to any height, and made fixed, or so that they could be knocked down. A tremendous amount of the training of show jumpers was done in this *manège*. The rest of the ground outside the *manège* and inside the exercising track was a mass of sandy tracks and grass rides running and crossing in every direction, and in these rides and tracks one found obstacles of every conceivable sort and kind, but all quite small, the largest and most formidable being a stone wall about 3 feet 9 inches to 4 feet high. The procedure in the Campo Ostacoli was usually as follows :—

1st. Get horses' backs down and going quietly and smoothly and officers in a good position, either by a good steady trot and canter round the track or by work in the *manège*.

2nd. Get the officers sitting properly over one of the jumps in the centre of the *manège*.

3rd. A small *parcours* over the fences outside the *manéges*, either in groups of five or six behind the instructor or one of his assistants, or singly, each officer being told what route to take.

Occasionally, for a change in the afternoon, instead of working in the Campo Ostacoli, we were taken for a ride in the hills round Pinerolo; these usually took the form of a quiet hack along the roads up and down fairly steep hills, simply to exercise and muscle up the horses and give the ride a change of scenery; but occasionally, when any suitable steep banks were found, we were made to ride up and down them to strengthen the riders' seats and give them confidence. One of these rides, however, remains very clearly impressed on my memory, and I will try and describe it.

We left barracks in single file, and proceeded through the town, the streets of which were paved with small, round, slippery cobbles. Presently we turned up a narrow alley which went up a steep hill. The hill got steeper and steeper, and there was a good deal of noise, clattering and slipping, and sparks flying from the horses' shoes. The hill eventually became so steep that the alley had to be made into a series of broad shallow steps; this, however, made the going easier except when one's horse put his foot on the edge of a step and slipped off. Eventually, amidst sighs of relief, we reached the top; but after turning one or two corners, to our dismay, we proceeded to go down a similar hill, and this was an even more nerve-wracking performance than going up. We then proceeded to ride up to the church, which is situated on the top of an isolated pinnacle, and the road up to it has to make several hair-pin turns. On arriving at the church, the Instructor rode through a narrow gateway into a stone passage, which turned sharp to the right with the church on one side and a wall on the other. I was rear file of the ride, and had not the least idea what was round the corner, but heard a considerable amount of noise and wondered why my horse was getting so excited, but I was not left in doubt long, for my turn soon arrived and my horse made one wild plunge through the gate, whipped round the corner to the right, nearly slipping up in the effort, and proceeded to charge

up a flight of about fifty stone steps. The Instructor stood at the top shouting 'Adajio' at me, but nothing in the world would have made my horse go slower till he was at the top. We then proceeded to ride down a very steep grass slope, ending in a sheer drop of 5 or 6 feet into the road quite close to one of the hair-pin turns, so that if one's horse jumped out too wildly into the road, before he could stop himself he went straight on down another short, steep slope, and over a very much worse drop into the next bit of road. After this we were taken along a very narrow footpath, with a stream on one side and the road on the other, which gradually fell further and further away from the path. When the drop was about 6 feet, the Instructor turned his horse quickly and jumped down, and we all followed in single file and jumped down in turn at the same place. On a willing horse which would turn and go straight down without hesitating it was quite easy, but a nervous jockey on an unwilling horse was practically certain to go backwards into the stream. After this we were taken down two more steep grass slopes and then home.

Besides the Campo Ostacoli, there was another large plot of ground in the middle of the town which belonged to the School, which was used as a Sports Ground and one end of it kept as a show-jumping ground, and here their show-jumpers were schooled two or three times over the exact course before going away to compete in any shows.

In addition to this, about 3 miles from the School there was a large bit of land known as Baudenasca, which corresponded to the Vervie at Saumur. Baudenasca was a large acacia wood, round the outside of which was a broad grass gallop about 3 kilometres round. Branching off through the wood from this track were many other grass rides, and branching from these grass rides were many little, narrow twisted tracks. On the main gallop round the edge of the wood there were no fences, but down the rides and tracks

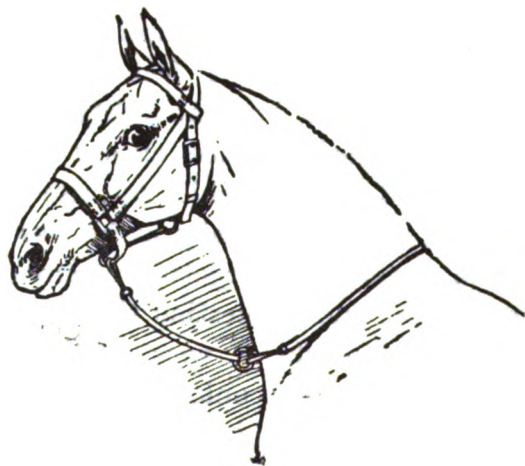
one met obstacles of every kind and sort. In the middle of the wood there was a large clearing, and this was divided up into several paddocks, and some old farm buildings had been made into loose boxes. These boxes and paddocks were used for horses requiring a rest for any length of time. Baudenasca is not used at all at the beginning of a course, and I saw no work being done there, but I shall never forget a ride I had there the day before I left to go on to Tor di Quinto. The Chief Instructor, the Instructor of my ride, and other Instructors, a Swiss officer and myself, were driven out one afternoon to a place about 3 miles from the School, where the country was wild and uncultivated. Here we found horses waiting for us, and, having mounted, proceeded to gallop across country. The going in most places was very rough and rather stony, and full of small bushes and trees, and was rather like bits of country one meets occasionally whilst pig-sticking in India, but in this case we had no wild and savage boar in front to urge one on and distract one's attention from the unpleasantness of the going; and at the beginning, riding very short in a snaffle on a horse that was pulling a bit, dodging trees and bushes, I was far from happy, but after a mile or so one learnt to sit more easily and leave one's horse alone. With the exception of one short halt to give the horses a blow and occasional short trots over a stony river bed or through a wood, we must have galloped for quite 5 miles and finished up at Baudenasca. Here we gave our horses another short breather and then started off, playing follow-my-leader up and down and in and out of the rides and tracks, and some of the obstacles which we came across very suddenly and unexpectedly gave one's nervous system a considerable shock, but one's horse negotiated them all with the utmost ease, and one soon ceased to worry about what was coming next. After about five minutes of this, the horses, as one can imagine, were pretty weary, and we halted in the open space in the middle, where we found a fresh lot

of horses waiting for us. A short halt for a cigarette and then up again, and I was told my new mount was a 'patent safety.' He certainly was, or the chances are I wouldn't be writing this now. Off we went again, the Chief Instructor leading, followed by myself, the Swiss officer behind me and the two Instructors behind him, and now the fun started in real earnest. We galloped and twisted and turned and jumped till the horses began to show signs of distress, and I was sweating at every pore and very weary. We then halted for a minute or two and then suddenly, without a word of warning, off went the little Chief again, but followed only by the Swiss officer and myself, the other two having had enough. This time we did not twist about in the various rides for long, and soon came out into the open space in the middle, and I began to let out my reins, make much of my horse, and to chat to the Swiss—when, to my amazement, I saw the little Chief, sitting down, riding at a post and rails round one of the paddocks; and off we went again in and out of all the paddocks, and if we jumped one rail we must have jumped over twenty, all over 4 feet, and one, which we jumped three or four times, a good 4 feet 6 inches. My horse certainly proved himself a 'patent safety,' for he never put a foot wrong or touched a fence, except the very last rail, when he was so tired that my chief surprise was that he was able to get over it at all, especially as he was a bad whistler. And so ended a never-to-be-forgotten afternoon, and a most enjoyable, instructive and interesting three weeks at Pinerolo, where one was greeted like a very old friend, and cheery evenings in the Mess are not unknown.

NOTE.—Plate No. 2 is a photograph of a descent known as the descent of Mombrone. This descent was done more as a test of nerve than anything else, and in pre-war days every officer had to go down it before he left the School; but accidents were not unknown and occasionally rather serious, and the practice has rather died out since the war.

Mombrone is an old ruined castle about 3 miles from Pinerolo, and the descent is made from what was once a window about 20 feet from the ground, but earth is piled up a little at the bottom and now the drop is only about 15 feet. As can be seen in the photograph, there is a slight bump on to which the horse can put his fore feet and just steady himself a second while he gets his hind legs off the ledge, so that he can slide. If this bump was not there, the horse would simply have to jump from top to bottom, and horses which do this almost invariably fall. I was taken to see the place and told I must go down when I returned to Pinerolo on my way back to England from Rome. I did *not* call at Pinerolo on my way home.

In a future number Tor di Quinto will be described.



NOTES ON CO-OPERATION BETWEEN CAVALRY AND TANKS

CAVALRY and light tanks have many similar characteristics. Their mobility enables them to move rapidly, they both fight best when moving, both have opportunities for training leaders during peace—training which is denied to the infantry, and, lastly, both would have a most demoralising effect on the enemy, apart altogether from the great material effect which may be produced.

2. As regards the 'fire power of great mobility' of the cavalry arm, it is submitted that the fire power of a tank is both greater and much more mobile; for a tank would support its movement by its own fire of guns and machine guns—a much more simple method than anything which cavalry can hope to produce by means of its machine guns and horse artillery.

Unquestionably the great problem of synchronising fire and movement has been solved by the tank; and not only has it been solved by the tank for the tank, but also for cavalry and infantry with which tanks may be co-operating.

3. 'Provided, therefore, that there are no insurmountable physical obstacles to mounted movement, cavalry is able to close rapidly with the enemy and to combine attack and surprise to the best advantage.' ('Cav. Training.')

The two 'insurmountable physical obstacles' to cavalry are marshes and wire; and in comparing the limitations of the two arms the question naturally arises: 'how will such obstacles hinder light tank movements?'

The distributed weight of the light tank is about 6 lbs.

to the square inch—that is to say, the distributed weight of such a tank is appreciably less than the weight of a man; consequently, after a preliminary sinking of from three to four inches in a marsh the tank would usually be able to negotiate it, though its speed will be less and it will therefore offer a much easier target to the anti-tank weapon.

In the case of wire the track of the light tank has been tried over a severe wire entanglement, which it negotiated without checking; but it is not claimed for a moment that cavalry could follow in the gap so created.

4. 'Masses of men or horses are, however, more vulnerable than ever to attack . . . from the air.' ('Cav. Training.')

The tank, owing to its comparative invulnerability from bomb splinters, except from those of the heaviest type, has a much better chance of immunity from air attack unless the attack is sustained for long periods without intermission. For the tank is a very small target, and a direct hit from a bomb is largely a matter of luck, as those who have attempted to bomb tanks, even under peace conditions, will admit.

5. The light tank cannot be expected to swim rivers, but, as its dead weight will be under nine tons, it could cross any road bridge; and so, in the case of a cavalry force sufficiently large to be sent on an independent mission, the tanks will fare no worse than the 'wheels' of such a force when it comes to crossing rivers.

It can negotiate any natural slope where the ground does not crumble under the track, and it cannot be expected to span a gap larger than 6 feet.

In a country of 'fly' fences, even when wired, its speed would not be checked to any appreciable extent; but in a banking country, such as the Blackmore Vale, checks would be frequent whilst the bank is being negotiated.

As regards buildings, stone walls, etc., there is no experience to go on; at the same time the 'bone-shaker' type of track can go through such obstacles with ease.

On the other hand, the spring track is certain to be more fragile and more care would have to be exercised than in the case of the old type with its ten tons of extra weight behind it.

The negotiation of tree stump areas, many of which are to be found in the Aldershot Command, necessitates careful driving on the part of the 'bone-shaker type' in order to avoid 'bellying,' and this involves a marked reduction of speed.

'Bellying' has a similar effect on a tank as staking a horse for all practical purposes, though the mechanical expert might not feel inclined to admit such analogy. The light type has 18-inch clearance as compared with 12 inches of the old type, and the extra 6 inches should be sufficient to clear most tree stumps.

6. But the greatest limitation of all types yet produced is the bad visibility when the flaps are closed. In the Great War a tank in action was the storm-centre of 'hate' from every German machine gun and field gun, and it was necessary to keep the flaps closed. But even then tank commanders would often risk a peep from the top of the tank when it became necessary to do so.

Until some opportunity has been given to train in the light tank with flaps closed it is impossible to forecast to what extent the view will be restricted; but there are some factors to be considered in mitigation of this handicap to fighting efficiency.

They are as follows :—

(i) The driver, being above the horns of his tank, will not be driving in blinkers to anything like the same extent.

(ii) The fighting chamber is no longer encumbered by the engine, and this will allow the commander to control his driver and the fire of his tank at one and the same time.

(iii) A marked decrease in hostile fire may be expected in actions in which cavalry and tanks co-operate.

(iv) The increased mobility of the light tank will make it

a far more difficult target, and, unless under exceptional fire, the commander's head will be outside his tank more often than not; the advantages of an O.P. about 9 feet above one's immediate surroundings are very apparent to those accustomed to think and act quickly.

7. The ability to 'appreciate at the gallop' is just as important to the tank commander as it is to the cavalry commander; it is a quality which is possibly not too common even amongst cavalrymen, and it will be found to be rare indeed amongst tank officers without previous training. Everyone will agree that in this kind of training hunting has no equal, and therefore tank officers should be hunting men, with a fixed determination to ride their own line whenever it is possible for them to do so.

DETAILS OF CO-OPERATION

'When co-operating with dismounted cavalry, tanks will be employed in the same manner as when employed with infantry.' ('Cav. Training.')

As the majority of cavalrymen, and infantrymen too, have not seen infantry and tanks working together, it may be useful to give a rough idea of the procedure, more especially as it is not to be found in the training manual.

Tanks are so few in numbers that an infantry battalion will be lucky to get even one section of tanks. Probably this section will not be allotted by the infantry brigade commander until there is something quite definite to attack.

Such an attack involves making a plan, part of which is to allot certain objectives to certain units; the particular job of the tank section commander is to place his infantry battalion on its objective. The great enemy of the infantry are machine guns and hostile tanks, for no artillery fire will stop good infantry. The great enemies of the tanks are hostile tanks, and, in a much lesser degree, anti-tank weapons.

The commander may deem the success of the tanks of sufficient importance to justify his artillery in putting in their main effort in support of the tanks.

Against definite objectives tanks will invariably lead, and, if the ground is suitable, it would be advisable for the section to 'fan out' into two subsections and to work in pairs ahead and on either flank of the assaulting infantry, the formation resembling the wing forwards at Soccer: for it has been found that tanks give far better results when working in pairs, each pair being commanded by an officer. One of the advantages of such a formation is that the nearer the tanks approach the objective the more oblique becomes their fire.

In order to maintain the principle of having something up one's sleeve it might be advisable when making the plan for the outside tanks of each pair to be given as their primary rôle the job of looking out for anti-tank weapons or hostile tanks; this would not mean that the outside tanks are silent, but that the tank commander is responsible for a special look-out being kept in order that he can switch his fire on to the tanks' special enemies the moment they disclose their presence.

It is now necessary to consider the problem of tanks and cavalry in the mounted attack.

The economical speed of the new tank may be assumed to be from 10 to 12 miles an hour, and the maximum speed over good ground under Service conditions would not exceed 21 miles an hour.

These figures are below the official figures, but experience of Service conditions has taught us caution: the 'test bench' figures are invariably too optimistic.

The ideal attack is that in which both front and one of the flanks are attacked simultaneously, and this could often be managed in open warfare.

For cavalry to attack infantry behind wire, even when 'Exhausted, demoralised, isolated or without depth in their position'—conditions vital to success—would be foolhardy.

With tanks, however, such an attack should be successful; and since all flank attacks should be undertaken by the speedier arm when possible, we get the principle that in a combined mounted and tank attack against infantry, the tanks should carry out the frontal attack and the cavalry should come in on the flank or, better still, in rear of it, so as to be in position to hunt the infantry the moment they quit the shelter of their wire and trenches.

In the cavalry combat, provided the enemy has no tanks, similar tactics might be adopted, the *rôle* of the cavalry being not only to get on the enemy's exposed flank, but to prevent his horse artillery from obtaining an uninterrupted target of the tanks as they close on the cavalry by preventing them coming into action, or, if in action, manœuvring round the guns and threatening their flanks. If they could close with the hostile cavalry, the tanks would go through them like butter; but all they can hope to do is to make them 'turn away,' when they would not only offer a magnificent target to the tanks, but would give our own cavalry a chance for decisive intervention.

In the case of a combined cavalry and tank attack against infantry assisted by tanks, the tactics would not differ materially from those adopted for attacking infantry without tanks. But the cavalry commander must keep a tank reserve under his hand to deal with the tank counter-attack.

In the case of a cavalry combat with tanks on both sides, the tactics suggested for cavalry combats when the enemy has no tanks would have to be completely reversed. In such circumstances, it is essential that the cavalry commander should keep his tanks from getting involved in the 'dog fight,' and he must slip his tanks against their more formidable adversaries the moment they disclose their presence, so as to keep them away from our own cavalry and also in order to get back as soon as possible to assist in the overthrow of the hostile cavalry; even then he must keep some sort of a tank

reserve to cover the withdrawal of his cavalry if things go wrong with the tank combat. He may be tempted to give his tanks a double *rôle*—get on the hostile cavalry's flank such time as they are waiting for the hostile tanks. But, in the writer's opinion, it is too risky, for the hostile tanks will want concentrated and cool handling for their overthrow, an impossibility if once the friendly tanks have become engaged. Also a cavalry brigade commander will be fortunate if he gets a company of tanks (sixteen).

In conclusion, it is hoped that the above notes will assist cavalymen to form their own conclusions concerning the possibilities and limitations of this new weapon-carrier.

For both the horse and the tank are weapon-carriers, controlled by a brain whose object it is to make his weapons function at the maximum of efficiency in the right place at the right moment.

CRANWELL

By PROFESSOR R. DE LA BERE, M.A., ED. DIPL.

CRANWELL is a village in Lincolnshire about 12 miles north-west of Grantham, on the backbone of country running from Lincoln to Grantham and known as 'the heath.' Here, to the amazement, and perhaps the annoyance, of the country-folk, sprang up, during the war, corrugated iron sheds and shops and hangars for aeroplanes and airships. The rugged stone walls that split up the heath were taken down to clear the ground for a thousand and a half acres on each side of the camp, north and south. The original homesteads were converted into married quarters; the farm buildings into bays for lorries; the lanes were macadamed for heavy traffic, and a railway was laid to the nearest main line.

When you leave the railway behind you at Grantham, Caythorpe or Sleaford, the three points of the triangle that circumscribes Cranwell, you pass into the heart of Lincolnshire, into a country, in winter, bleak and open, swept by winds, washed with rain and touched with mist, with a climate of almost Arctic severity; but in summer, genial and warm, with many-acred fields of corn and grassland, and not a few trees and flowering hedges. For the summer and spring in Cranwell are at least as real as the winter.

Your journey takes you over country and past buildings with which the centuries have not tampered. Here is a bit of Saxon work. There a Danish legend on a signpost. There the tiny lonely chapel of the Knights Templars. Here stretches right and left, as far as the eye can see, the grassy

straightness of a Roman road. Here at Biard's Leap—also half a mile from Cranwell Camp—can still be seen the two sets of shoes from which the startled mare made her leap of 20 yards when the devil popped up in front of her on the heath one night. And everywhere the landscape is intersected with the old grey walls, tumbling and lichened.

Then suddenly one comes on the camp—not a very inspiring sight with its tin roofs and wooden walls—sometimes rudely called by the oldest inhabitants 'a blot on the landscape,' yet representing something else to those for whom wooden walls do not make a prison, nor iron roofs a cage.

Here on February 5, 1920, the R.A.F. Cadet College opened with an entry of fifty-two cadets, of whom seventeen were ex-midshipmen and sub-lieutenants R.N., and the remainder public schoolmen, who had passed in by the examination common to Woolwich, Sandhurst and Cranwell.

By this examination a new entry of cadets comes into the College twice yearly, in February and September. The average half-yearly entry is twenty-five, which is rather less than the College can accommodate even in its temporary buildings.

The H.Q. Staff of the College consists of a Commandant with the rank of Air Commodore, an Assistant Commandant, and an Adjutant.

The cadets are divided equally into two squadrons, each under a Squadron Leader, assisted by two Flight-Lieutenants and several Flying Officers.

The routine of life at Cranwell is very like that of Woolwich and Sandhurst. The cadets, directly they arrive, are posted to either A or B Squadron, which again is subdivided into two Flights, so that the work can be 'double-banked,' *i.e.*, two Flights can be taken in different work at the same time and almost individual attention be given.

Cadets stay two years at Cranwell. At the end of the first year they undergo an examination, after which they

proceed to their 'Finals' at the end of their second year, or are dropped a term for further training. In the last term the most promising cadets are given non-commissioned rank and two cadet under-officers are appointed. These ranks are not honorary. Under-officers and N.C.O.s are encouraged to take full responsibilities and have duties comparable with those of a fully commissioned officer.

There is keen inter-squadron competition in flying, in academic work and in all games, including, beside the ordinary games, golf, fives, squash, skill at arms, and swimming. A Sword of Honour is given to the best all-round cadet in the senior term, and a Memorial prize is given to the best cadet in practical flying. There are also prizes for mathematics and science.

The course at Cranwell is intensive. The syllabus includes (a) humanist work in English literature, history and military geography, with the study of a campaign and of general strategy; (b) mathematics and science studied academically; (c) directly Air Force subjects, like wireless, carpentry, rigging, engineering; (d) eight general service subjects, including Army and Navy co-operation, hygiene, meteorology, armament and law, and (e) instruction in navigation, air pilotage, reconnaissance and airmanship. Time is given, too, to drill and physical training.

Practical flying naturally figures largest on the programme. Flying begins in the cadet's first term, when he is taken up, as a passenger, to adapt him to the sensations of flying and height, and to instruct him in reconnaissance report writing and sketching. This is the same principle as at the 'Varsity, when freshmen who are being 'tubbed' for toggers are encouraged to scull in clinkers and outriggers.

In the second term they start flying proper. They are given instruction at first in engine running; then they are taken up and taught to fly straight; next to turn at 45°, take off and land, and so on, with 90° turns, stalling, climbing

and gliding turns, forced landings, side slips, loops, spins and half rolls. All this is done with dual control, whereby the instructor can take charge of the machine at a moment's notice.

A cadet will now be ready to go solo, probably in his third term, or even before if he be an apt pupil; though he will never go solo until both his individual instructor—and there is roughly one flying instructor to five cadets—and the chief instructor in flying are quite satisfied about his ability. Some cadets fly well at once. Others take a long time. Some, after a little dual, are found to be unfit for flying and are withdrawn temporarily for a course of eye-training. If that fail they still may be considered for commissions and posted to ground duties. The average amount of dual control given to each cadet is nine hours. When he goes solo he has to complete his training, and before passing out of the College he has to qualify satisfactorily in all those tests in which he received dual-control instruction. During his solo flying progress he is continually being taken up by his instructor for progressive instruction and to insure that he is not developing bad faults.

Most of the good flying weather is taken up with practical flying, and no care is spared. Each cadet has individual attention. No aerobatics are allowed at any period of the training below a certain altitude, and low flying is a serious offence. The result is that there has only been one serious accident at Cranwell since the foundation of the College. Morning flying parade is an important part of the day's work, when machines are lined up outside Flight hangars preparatory to flying. Attention is given to aeroplane drill, when pilots, cadets and mechanics take post beside their respective aeroplanes. Aeroplanes are minutely examined, reports called for, and the order given for flying to commence. It is a good sight on a fine day at Cranwell to see the sky full of machines piloted by cadets.

With so much time given to practical flying and to

subjects directly concerned with it, other studies must be pursued in the evening, till dinner, for the afternoons are given to games. After dinner, which is served in their own mess, cadets retire to their quarters for preparation, private study and relaxation; contemporaries live in a 'five-cadets' hut, which is divided into a dormitory and a sitting-room, where each cadet has his own desk and shelves.

Though the plans have been drafted for permanent buildings, for the moment there is only accommodation for 120 cadets; and, so far, the number has barely reached 100. But in spite of its small numbers, the College has done well in games. It plays 'the Shop' and Sandhurst, and the London and 'Varsity clubs at rugger, cricket and hockey. The cadets 'run' against them, too, and compete at Bisley and Olympia in shooting and skill at arms. Sandhurst and Woolwich have a big advantage in numbers, but Cranwell generally can give them a game and sometimes has won. That means that every cadet—when there are so few—has to take up some form of exercise. Many cadets have to take up several. It is quite common in the afternoon that a cadet has spent his leisure time partly in voluntary miniature-range shooting; then he has played some game, and then he has gone down to the gym. to box or fence. The cadets, by virtue of the course and the climate in which they live, must be in the hard training which is the condition of good flying.

Life at Cranwell is only possible when every minute is filled. The place is self-contained. It has a 'garrison' church—a hangar—which will hold a congregation of 1,600. It has its own courts—squash, fives and hard tennis—and swimming baths. There is a cinema, with a useful stage for the occasional 'show.' The College has its own band. There are libraries and societies. There is a pack of beagles which hunts twice a week and a Hunt Club which goes out with the Belvoir and the Blankney, who do not find that the camp

has driven away the foxes, and who meet outside the mess three or four times a year. There is fair rough shooting over the aerodrome. At a battue recently, over half the aerodrome, a hundred and fifty hares alone were bagged.

Cadets are lent Service motor-bicycles for their two years to assist in developing their knowledge in care of machinery, so that those who are no good at games—and there are always some—can learn something more of internal combustion while they unwind the hard smooth roads which are not so ugly and treeless as many imagine. Fulbeck, near by, claims to be ‘the prettiest village in England,’ and the road to the Rauceby golf course leads through an arcade of trees.

It is a far cry from London to Cranwell. That may be reckoned as an advantage for a cadet. Certainly most commissioned officers regard it as one of the best of Air Force Stations. It is difficult to see where else the flat spaces essential for a safe and early assault on the air could be found. Besides, the life and surroundings of the place offer almost too many opportunities for pastime. No wonder

multos castra juvant et lituo tubæ permiatus sonitus.



DISBANDED CAVALRY REGIMENTS

By MAJOR H. G. PARKYN, O.B.E.

III.

27TH LIGHT DRAGOONS.

RAISED April 1, 1795, as the 27th Regiment of Light Dragoons, and formed by drafts from other regiments of Cavalry and Infantry, and commanded by Colonel Wynter Blathwayte, who was succeeded in 1801 by Colonel Guy Lord Dorchester, K.B.

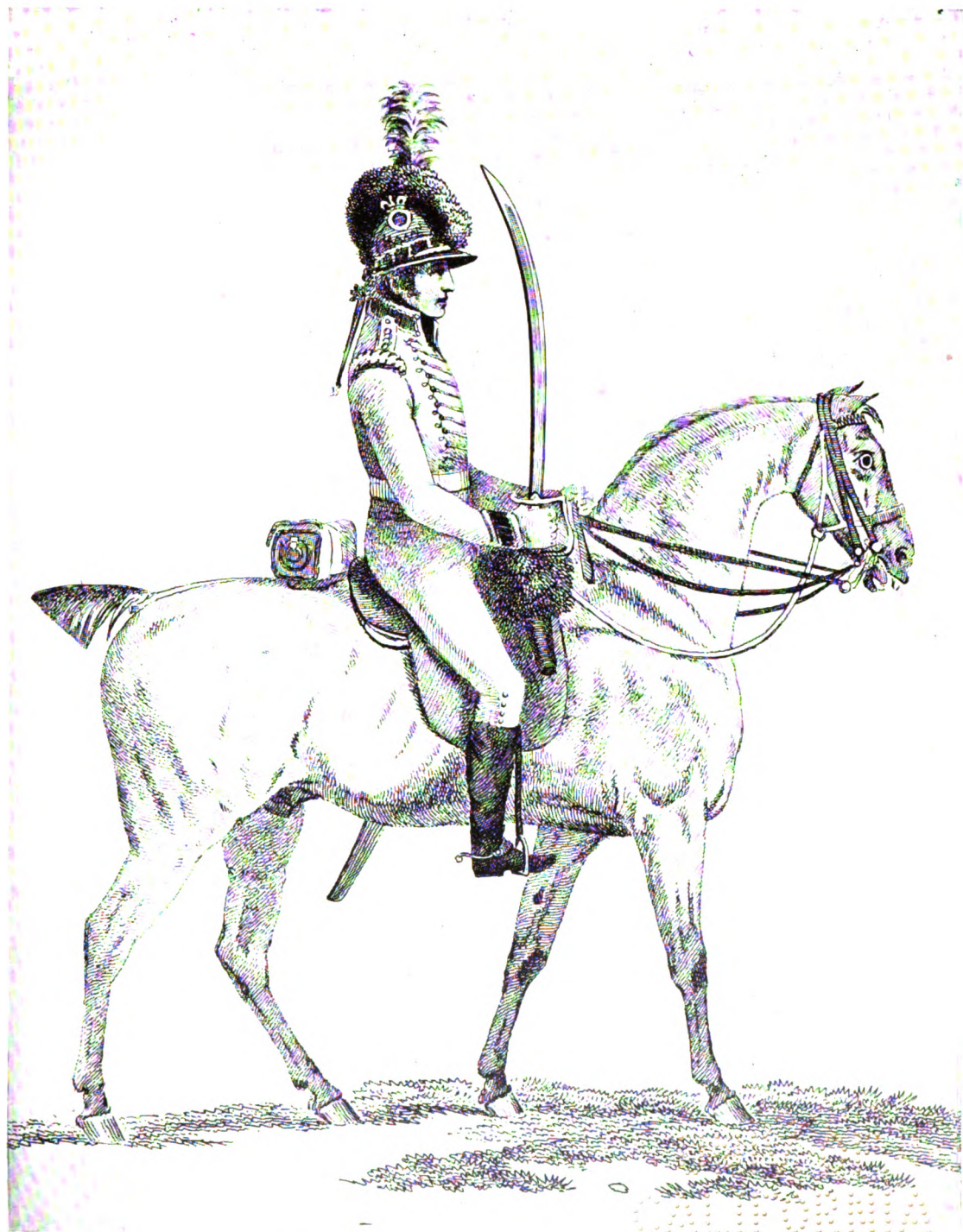
In January, 1796, an Order was issued to the effect that the Regiment should at the next clothing be given a jacket made of grey cloth with white collar and cuffs. This was cancelled two months later, but subsequently re-affirmed.

Their facings had been ordered to be white in an Order dated April 23, 1795.

The Regiment proceeded to India in 1796, was present at the actions of Ally-Ghur and Delhi, September, 1803, and for its services was awarded an Honorary colour.

In Lord Lake's Despatches of the action of Laswarree he says, in referring to the enemy's attempt to retire in good order from the battlefield:—

'In this, however, they were frustrated by His Majesty's 27th Regiment and 6th Regiment of Native Cavalry under the Command of Lieut.-Colonel Vandeleur, who broke in upon the column, cut several to pieces and drove the rest in prisoners, with the whole of the baggage.'



Drawn by G. Garrard, Associate of the Royal Academy.

Etched by T. Morris.

LIGHT DRAGOON, 1795 to 1803.

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Among the officers mentioned for distinguished conduct was Lieutenant Wallace, who had been in command of a Battery of Galloper Guns.

The casualties of the Regiment were :—*Killed* : One Serjeant and four rank and file; horses, 23. *Wounded* : Three Captains, one Lieutenant, 2 Quartermasters, 2 Serjeants and 35 other ranks; horses, 36. *Missing* : 19 horses.

In 1804 the Regiment was re-numbered as the 24th Regiment of Light Dragoons. They were then under the command of Colonel W. Loftus, who had succeeded Lord Dorchester in 1802.

In 1808 the Badge of the Elephant, and word 'Hindoo-stan' around it, was granted the Regiment in commemoration of their services at the actions of Ally-Ghur and Delhi, 1803. The date of the Order was September 3, 1808.

In Hamilton Smith's Book of Plates (1812), the uniform of the 24th is given as Blue Light Dragoons jacket, officers with gold lace, men with yellow. Buttons for officers were gilt metal. Cuffs and facings grey, girdle grey with two blue stripes, breeches white.

The date that the Regiment's facings were changed from white to grey is not known. In 1800, according to a Sketch Book of Uniforms by Hamilton Smith, in the South Kensington Museum, they were white; but the same authority gives them as grey in 1812, and when disbanded they were of the same colour.

In 1819 they returned to England and were disbanded.

NOTES ON FOREIGN CAVALRY

THE UNITED STATES CAVALRY

A. General Organisation.

The Cavalry of the American Army at present consists of seventeen Regiments, of which three are inactive, whilst the 9th and 10th Regiments are composed of Negro Troops.

Two Cavalry Divisions, of two Brigades each, are allowed for, but at present the 2nd Cavalry Division is 'inactive.' There are six M.G. Squadrons, of which four are 'inactive.'

(NOTE.—Owing to financial difficulties, etc., certain units of the American Army are 'inactive' or 'caderised'.)

B. Composition of Cavalry Units.

Cavalry Division - 2 Brigades, each of 2 Regiments.
1 Horse Artillery Battalion. 1
Engineer Battalion.

Cavalry Regiment - Regimental Headquarters. Headquarters Troop (Pioneers, Signalers, etc.). One Service Troop (Band, Supply and Transport).
Two Squadrons.

Cavalry Squadron - Squadron H.Q. and 3 Troops.

Troop - - - Troop H.Q., 3 rifle platoons, and 1
L.M.G. platoon.

Platoon - - - Platoon H.Q. and 3 squads (1 corporal and 7 privates).

C. Peace Strength.

Authorised for Cavalry on June 30, 1922, were 9,871 O.Rs, or 8 per cent. of the whole Army strength, as compared with 34 per cent. for Infantry and 7 per cent. for Air Service: —

D. Strengths and Armaments.

For establishments of various formations and units, owing to constant reductions and alterations in peace strengths, it is only practicable to give War Establishment figures:—

—	Officers.	O.Rs.	·75 Guns.	M. Guns.	Browning Automatic.	Rifles.	Pistols.	Sabres.	Riding.	Draught, etc.
Cavalry Division -	398	7,065	12	45	—	—	—	—	—	—
„ Brigade -	147	2,656	—	18	72	1,959	2,686	1,515	2,747	680
„ Regiment	58	1,097	—	—	36	850	1,004	717	1,155	229
„ Squadron	19	409	—	—	18	331	428	315	446	64
M. Gun Squadron	21	371	—	18	—	180	377	21	374	171

The Cavalry is armed with the Service pattern rifle, no lance; no anti-aircraft weapons, except with Artillery Battalion.

E. Horse Artillery.

One battalion only of Field Army (Horse) has as yet been formed, and it is allotted to the 1st Cavalry Division.

Composition - Battalion H.Q. Headquarters Battery.
3 Batteries of 4 guns each (·75 mm.)

Strength (War) - 80 officers, 760 O.Rs, 1,091 animals.

Armament - 12 ·75 guns, 9 Anti-Aircraft guns, 760 Pistols, and 4 Automatic Rifles.

PROBLEM XIV.

Issued with April JOURNAL, 1923

RESULT

FOURTEEN solutions were received. Of these nine competitors were serving abroad or in Canada, and the remainder at Aldershot.

It is hoped that, in any future competition, more solutions will be received from units stationed at Home.

The best solution received came from S.S.M. Vokins, 10th Royal Hussars, Aldershot, to whom is awarded the prize of a Cavalry Alarm Watch.*

The standard of work received was not high. Competitors appear to be lacking in imagination, and do not put themselves in the place of the man on the spot confronted with the problem.

Some candidates contented themselves with writing out a list of general principles, but failed to put into words the detailed actions or instructions required for each particular phase of the problem. Knowledge of principles is of no use unless they can be applied to concrete incidents. The importance of reconnaissance was not realised.

The following are suggested answers :—

QUESTION 1.

Sergeant Jones would assemble his troop or, if this was impossible, his section leaders, and thoroughly explain to them the situation and action to be taken by his troop in the following manner :—

‘ Turkish Forces are known to be entrenched in the foothills of the Jebel Jelaad Mountains about 5 miles east of the Jordan, and it is quite possible that we may meet their Cavalry patrols when we get over the river. They don’t like close fighting, and will probably bolt if we attack them.

‘ “ B ” Squadron’s job is to cross the River Jordan by the swing bridge about $\frac{1}{4}$ mile from where we are now. There is a post on the bridge. When we have got the other side, we have got to find out if there are any Turks in the area, and, if so, their outpost position and strength.

* The prize is a Military Alarm Watch with dial showing 24 hours and the Morse numerals, which has been specially made by John Elkan, Ltd., 35, Liverpool Street, E.C. Particulars and price of this watch can be obtained from the firm.

' The area allotted to the Squadron extends from the Wadi El Rameh to another Wadi about 3 miles to the south and as far east as the foothills.

' " A " Squadron are doing the same job to the north of us. They cross at Bridge " A " and the boundary between " A " and " B " Squadrons is the Wadi El Rameh.

' " B " Squadron will move in 1 hour's time, i.e., 0600.

' This troop has been detailed as Advanced Guard to the Squadron.

' I shall move off with my troop at 0530. (It will still be dark.) Corporal Jones, your section will be in front. You must find your way to Bridge " B," get in touch with the post and make sure that the Bridge is all right for crossing.

' As soon as it is light you will make straight for the Ford as your first bound, and your second bound will be where the track crosses Hill Y.

' I shall follow you up close with the rest of the troop. Section leaders will go round their sections now and report to me that rations, water, forage, etc., are correct and that horses are properly saddled up, magazines will be charged.

' Leading section will draw swords and remainder of troop draw rifles when we start.

' No lights or smoking till it is light, and no talking.'

QUESTION 2.

Troop would move in column of sections with 50 yards between sections. As soon as it is light, leading section would cross Bridge as quickly as possible, open out and gallop to the Ford.

Troop leader gallops up to leading section at Ford. Remaining sections follow as far as Ford, but remain in shelter of Wadi till leading section has reconnoitred Hill Y.

Hotchkiss section in position near Ford to cover leading section during reconnaissance.

QUESTION 3.

Troop leader makes personal reconnaissance, orders leading section to reconnoitre Hill Y by galloping both flanks with pair of scouts.

Meanwhile remainder of troop under cover in Wadi. Hotchkiss rifle in action from Ford to cover track.

Troop leader watches leading scouts, and if they make progress gallops his two remaining sections to knoll south of K.

Halts here, coming into action dismounted, till he can get further information from leading scouts.

Sends back to Squadron leader, informing him of situation.

It should be remembered that an Advanced Guard's first duty is reconnaissance, and that its second duty is to cover the front of the main body. This entails keeping a firm hold of the Ford.

QUESTION 4.

The premier rôle of the troop leader is to protect the line of retreat over the Ford and Bridge 'B.'

Hill Y appears to dominate the situation, but the position is extensive for a troop which might be cut off by means of a flank attack from the south.

The following dispositions would appear reasonable :—

Liaison.—Get touch with post at Bridge 'B' and also, if possible, with 'A' Squadron north of the Wadi El Rameh.

Patrols.—One to move east along the Camel Track for 2 miles and return.

Another to move south between River Jordan and Hill Y and return.

Patrols would consist of two men each, and would be sent out every two hours.

Positions.—Remainder of troop would prepare two positions :—

(a) to hold Hill Y, covering Camel Track and ground to the south-east;

(b) a bridgehead to cover the Ford itself.

Position (a) would be occupied in the first instance with a view to engaging enemy at long range.

Position (b) would have to be occupied in the event of enemy pressing an attack home.

Posts should be definitely allotted to sections, who should improve them by construction of sangars, but as far as possible the troop should be kept concentrated with their horses until information of enemy is received.

Observation.—Two permanent observation posts will be required :—

(a) to watch Camel Track from north end of Hill Y.

(b) to watch ground to south from south end of Hill Y.

Watering.—Sections will water and feed in the Wadi one at a time.

QUESTION 5.

(a) Send out small patrol to get touch with enemy and report upon their movements.

(b) Warn post at Bridge 'B,' also ask 'A' Squadron for assistance if in touch.

Report to your own Squadron leader if you know where he is.

(c) Move to position facing south. Hotchkiss Section to Knoll south of K. Remainder of troop south edge of Hill Y, leaving observation post watching Camel Track. Order long-range fire to be opened as soon as enemy appears. If attack is pressed home, retire by alternate sections to previously selected position at Ford.

RECENT PUBLICATIONS

Erratum.—In the April number in the concluding article of ‘First Stages of the Training of the Young Horse to Jump,’ at p. 185, in the diagram ‘Section of Lane,’ the positions of x and y should be reversed: x should be on the right and y on the left.

‘Some Pitfalls of Army Accounts, for the Guidance of Regimental Officers, Regular and Territorial.’ By Captain G. L. Parker, R.G.A. London: Hugh Rees, 5 and 7, Regent Street. 3s.

A CLEAR and concise explanation, which has been kindly revised by Colonel J. O’Hara, C.B., Command Paymaster, formerly of the Queen’s Bays, in which regiment his father held a commission before him, and by Mr. J. G. O’Keefe, C.B.E., of the War Office.

‘The Warwickshire Yeomanry in the Great War.’ Compiled by the Hon. H. Arden Adderley (Captain late Warwickshire Yeomanry). W. H. Smith and Son, Warwick. £1.

THIS volume is produced as a continuation of the history from 1794 published in 1912, of which a few copies are still on sale at 3s.

The regiment served as infantry, cavalry and machine gunners, and it is gratifying that they now retain their position as Cavalry.

A complete account is given of the historic charge at Huj,

of the Warwickshire and Worcestershire Yeomanry, led in person by Lieut.-Col. Gray-Cheape, who subsequently lost his life at the post of duty on board the 'Leasowe Castle.' The frontispiece is from the picture of this charge by Lady Butler, in the possession of Col. R. Charteris.

The epic services of this, the second regiment of Yeomanry in seniority, are worthily recorded in this admirable volume.

'L'Arme de la Sûreté.' By Commandant Pigeaud, in March number of *Revue Militaire Française*.

IN an article which appeared in a recent issue of the *Revue Militaire Française* an interesting forecast is made by the writer of the possible developments in the service of protection to a force advancing, or 'offensive protection' as the author terms it, which may arise in the next war between European Powers.

The Allies' offensives of 1915-1916 were brought to a standstill from the inability of troops to make headway against a network of automatic weapons distributed over the enemy's front. Excluding the armoured car, whose scope must be limited to roads, it was not until the advent of the tank that the picture was changed, and an effective counter to the devastating power of the automatic weapon introduced. The armour of the tank gave its crew the immunity to hostile rifle and machine gun fire, necessary to allow freedom of forward movement, and so filled a want which became apparent at the commencement of hostilities. It is, therefore, to the tank, in whatever form the next war may find it, that the writer looks to provide the means whereby the protective detachments can carry out their rôle, and so assure liberty of action to a commander while protecting the main body against surprise. The writer, of course, visualises a tank that has not yet been produced, but which doubtless will appear in the near future.

The principal characteristics which he demands for it are speed and lightness, combined with fire power.

He lays down the following desiderata for the future tank :—

(a) There must be a minimum of vibration, in order that the vision of the observer should be disturbed as little as possible; that is to say, the tank should preferably glide over the ground. This would best be effected by means of supple tracks of indiarubber.

(b) The tank-commander's eye should be elevated about 6 feet above the ground-level, and the tank should be constructed so that he could see before being seen. According to the writer, the sequence in which the component parts of the tank should appear are : (1) The tank-commander's means of vision, direct or indirect, by means of a periscope; (2) The armament of the tank; (3) The tank itself, *i.e.*, the tracks and engines.

He points out that the sequence of the first English tanks was the inverse of the above, the order being : (1) The tracks; (2) The armament; (3) The organ of vision.

(c) The armour of the tank should be proof against the most powerful armour-piercing projectile of the enemy's portable equipment.

(d) The speed of the tank should be sufficient to allow it to afford protection to detachments carried in lorries, and should, therefore, be capable of an average pace of 15 miles per hour on a road, or a minimum pace of 10 miles per hour across country.

(e) Its radius of action should be 125 miles.

(f) It should be able to cross streams 2 feet 8 inches deep without assistance.

Another argument that the writer advances for this protective employment of tanks is that in the next war columns requiring protection will often be composed entirely of mechanically-propelled vehicles, and that, owing to the pace

at which they move, these can only be effectively protected by units capable of a higher speed.

The writer concedes that Cavalry units might furnish the *personnel* of the tank units, and that their training would be invaluable in their new arm. T. T.

‘The History of the 5th (Royal Irish) Regiment of Dragoons from 1689 to 1799, afterwards the 5th Royal Irish Lancers from 1858 to 1921.’ Compiled by the late Colonel J. R. Harvey, D.S.O., completed to 1921 by Lieut.-Colonel H. A. Cape, D.S.O. Printed for the Regimental Committee by Gale and Polden, Ltd. Quarto, 480 pages, 61 maps and illustrations, 42s.

THE account of the war in Ireland at the period of the Battle of the Boyne is of moderate length, the reader being referred for further details to the former regimental history by Colonel Wilcox.

The regiment was first known as Wynne’s Enniskillen Dragoons, and wore grey clothing. The horses were turned out to grass in the summer, which was the leave season, and no doubt the men who were on furlough at harvest time helped the farmers.

For details of the remarkable services of the regiment at Blenheim the reader is again referred to the former history by Col. Wilcox.

An interesting account is given of the events leading up to the Irish rebellion in 1799. There were then three troops in a squadron and three squadrons in the regiment.

The full story is disclosed of the incident of 1914 in Ireland and the blunders of our politicians in dealing with loyal Ulster, which led the Germans to expect a civil war in Ireland in fifteen days, and was thus a cause of the outbreak of the war of 1914. The account of operations on the Western Front is in the form of a very full regimental diary. Everyone who knows Ireland should read this history.

‘The History of the Royal Gloucestershire Hussars Yeomanry, 1898–1922. The Great Cavalry Campaign in Palestine.’
By Frank Fox, late of the Royal Artillery and General Staff. Philip Alan & Co., Quality Court, London.

MR. FRANK FOX has made the best possible use of the data provided for him by the officers of the Regiment. The book is far more than a Regimental history: more than two hundred pages are devoted to Allenby’s campaign in Palestine, and give a vivid picture of the difficulties and hardships that our Cavalry had to face. The Royal Gloucestershire Hussars took part in some of the hardest fighting, and formed part of the Fifth Cavalry Division in its final advance to and beyond Aleppo. As the British Regiment in an Indian Brigade, they worthily upheld the traditions of the British Cavalry, and more than justified the training of our Yeomanry as Cavalry, and not mounted infantry. Many tactical and strategical lessons are brought out, and all Cavalry Officers who were not so fortunate as to take part in the campaign should get a copy, as it is very easy reading and does much to supplement the histories already published.

The French military journals are at the moment devoting much space to the movement of considerable forces in mechanically propelled vehicles.

The *Revue de Cavalerie* (March) contained an article by Lieutenant-Colonel Langlois which envisages the final replacement of Cavalry by Tanks. He also is of opinion that the cavalry soldier by reason of his training and ‘cavalry spirit’ would form the finest crews for tanks and armoured cars. The editor of the *Revue de Cavalerie* is careful to remind his readers that he is not responsible for the views expressed in all the articles he publishes.

The same journal publishes the first of a series of articles on ‘Some Cavalry Operations on the Eastern Front’ by

Lieut.-Colonel Kleeberg of the Polish Army, who describes four interesting cavalry operations, *e.g.* (a) the passing of cavalry through a gap in the front line, as illustrated by the German Cavalry at Molodetchno (Sept. 1915); (b) operations against an enemy's rear where there is no continuous front, illustrated by the raid of the 1st Polish Cavalry Division on Koziatyn (April, 1920). This article is illustrated by an excellent plan and is well worth careful study.

Back numbers of the CAVALRY JOURNAL, from 1906 to 1914, are on sale at 2s. post free.

Annual volumes, bound in white forril cover, with red design and lettering, also covers, price 3s. 6d., ready for binding, are available on application to the CAVALRY JOURNAL, Royal United Service Institution, Whitehall, S.W. 1.

Officers on the active list writing for the Journal may be under no anxiety as to their responsibility. Articles, previous to publication, will be revised by recognised authority.

NOTES

NEW ZEALAND

IN a country where no other fences are known, jumping wire is a necessity, and it is regularly practised by many of the New Zealand Mounted Riflemen. In April, 1909, there were pictures in this JOURNAL of a New Zealander jumping wire fences. The horse was Kakahu, who died of late, within a few months of the retirement of his gallant rider from the leadership of the 8th South Canterbury Mounted Rifles.

IN MEMORY OF KAKAHU,

of the 8th N.Z.M.R., who died in saddle in his 26th year.

The journey ends, O Kakahu, the long
Pine shadows fall on riverside and fell;
The last notes of the bell-bird's evensong
Sound the slow cadence of Day's passing-bell.

Farewell, the Eighth. The bell-bird shall remind us
Through the hoped days of rest that may be thine,
That surging hoofs, eight-hundred-fold, behind us
Shall never thrill thy pulse again, nor mine.

* * * * *

Master, the Journey ends. The homestead gate
That is so near at hand now disappears.
Sight fails me and I falter 'neath the weight—
But of no burden save the weight—of years.

Here let me lie upon the roadside grass
And clear the Road where Youth's swift ways are wending;
Here let me die, and may my spirit pass
To join the Column that knows nor halt nor ending.

The following is a summary of the results obtained by the Cavalry at home and abroad in competitions with the rifle, revolver, Vickers gun and Hotchkiss gun during 1922.

At home the most successful competitor has been the 14th Hussars, who were stationed on the Rhine and thus escaped the dislocation of training during 1920-21 in Ireland.

Perhaps the most notable victory at home in competition with other arms was that of the 14th-20th Hussars in the Queen Victoria Trophy, which is the Regimental and Battalion Rifle and Light Automatic Team Grand Aggregate Championship.

On the whole, owing no doubt to the cause to which allusion has already been made, the Cavalry were not quite so successful last year at home as they have been in the past.

Abroad, where things were more normal, the Cavalry more than held their own and the victory of the Queen's Bays in the Duke of Connaught Cup (team Revolver match) was the best performance by a Regiment stationed abroad.

In Series (b), (*i.e.*, abroad), of the Queen Victoria Trophy, it will be seen that the Cavalry had a very fine record indeed.

On the whole, therefore, we may congratulate ourselves on the results obtained last year and look forward with confidence to maintaining and even surpassing in 1923 the traditional high standard of Cavalry skill with small arms.

RESULTS OF A.R.A. COMPETITIONS, 1922

Army Championship at Home (Class III.)

Won by R.S.M. T. Goddard, M.C., 14th Hussars.

Army Sixty Cup

32nd, R.S.M. T. Goddard, M.C., 14th Hussars.

Revolver Thirty Cup

25th, R.S.M. T. Goddard, M.C., 14th Hussars; 26th S.Q.M.S. S. Crooks, 15th Hussars; 29th, Q.M.S. W. T. Price, 15th Hussars.

Queen Victoria Trophy

Series (a) won by 14th/20th Hussars; 20 (teams competed).

Series (b).—2nd, Queen's Bays; 3rd, 11th Hussars; 4th, 3rd/6th Dragoon Guards; 11th, 7th Hussars; 12th, 4th Hussars; 14th, 9th Lancers. (31 teams competed).

King George Cup

Series (a).—6th, 14th Hussars. (29 teams competed).

Series (b).—2nd, 11th Hussars; 3rd, 3rd/6th Dragoon Guards; 5th, Queen's Bays; 13th, 9th Lancers; 16th, 7th Hussars. (39 teams competed).

Young Soldiers' Cup

16th, King's Dragoon Guards. (36 teams competed).

The 18th Hussars Cup

Series (a).—Won by King's Dragoon Guards. (2 teams competed).

Series (c).—Won by 11th Hussars. (9 teams competed).

Series (d).—Won by 9th Queen's Royal Lancers. (2 teams competed).

The Squadron Shield

Series (a).—Won by "C" Squadron, 14th King's Hussars; 2nd, "A" Squadron, 14th King's Hussars; 3rd, "D" Squadron, 14th King's Hussars; 4th, "B" Squadron, 14th King's Hussars. (11 teams competed).

Series (b).—Won by H.Q. Squadron, Queen's Bays; 2nd, H.Q. Squadron, 11th Hussars; 3rd, "A" Squadron, 11th Hussars; 4th, "A" Squadron, 3rd Dragoon Guards. (43 teams competed).

The Machine Gun Cup

Series (a).—2nd, 14th Hussars; (20 teams competed).

Series (b).—8th, 3rd Dragoon Guards. (54 teams competed).

Hotchkiss Gun Championship

Series (a).—Won by Trooper L. A. Lipscombe, Royal Horse Guards; 2nd, Trooper A. Norman, Royal Horse Guards; 3rd, Trooper T. Reynolds, Royal Horse Guards; 4th, Trooper A. Medd, Royal Horse Guards. (20 competitors).

Series (b).—Won by Private A. Ingram, 7th Hussars; 2nd, Private W. P. Casey, 3rd Dragoon Guards; 3rd, Private E. Whitchurst, 3rd Dragoon Guards; 4th, Private C. Cox, 7th Hussars.

The Duke of Connaught Cup

Won by The Queen's Bays; 2nd, 14th/20th Hussars. (75 teams competed. Out of the first 18 teams, 8 were from the Cavalry).

Revolver Cup

Won by Lieut. G. F. W. Smith, D.C.M., Queen's Bays; 4th, S.Q.M.S. R. H. Gamble, Queen's Bays. (172 competitors). Out of the 21 best scores, 12 were made by Cavalry competitors.

The British Army Championship (India)

3rd, Far. S.S. F. Hunt, 11th Hussars.

SPORTING NOTES

RACING

THE Parliamentary Committee on the question of taxation of betting is now in full swing. Let us hope they will decide on taxation, and we live in hopes that by this means another shilling will be taken off the income tax.

A few years ago a paragraph appeared in one of the leading London sporting papers. We think it worth reproducing, as from the point of unlimited cheek and the 'get-rich-quick' idea, we think it takes the bun. To attempt to take on the leading sporting papers, and also the bookmakers, shows a master mind in the art of swindling.

From the *Sportsman*

'*Trodmore Race Meeting.*'—On August 1 we published the programme of a race meeting purporting to be held at Trodmore, Cornwall, and on August 2 a report of the alleged meeting. Both programme and the report were sent to us by a correspondent who signed himself 'G. Martin, St. Ives, Cornwall.' Investigation has shown that there is no such place as Trodmore and that no race meeting was held on August 1 in the neighbourhood of St. Ives, Cornwall. It is obvious, therefore, that Martin, by himself or in league with others, invented the programme and report in question for the purpose of defrauding bookmakers, several of whom have communicated with us. We are endeavouring to trace the fraud to its source, and meanwhile would recommend agents who received commissions in connection with the meeting to withhold payment and forward to this office the names and addresses of any persons who sent commissions to them. It appears that our contemporary, the *Sporting Life*, was the victim of the same fraud, a return of the same fictitious meeting appearing in its columns on August 3.

The National Stud

The Irish correspondent of the *Sportsman* writes: 'The future of the National Stud, I am told, is that it will be maintained as a breeding ground for stallions, which will be leased on very easy terms all over Ireland, and no doubt if and when betting is taxed a very considerable proportion of the sum thus accruing will be ear-marked for use at the National Stud.'

We wonder who has decided on the future of this stud? It belongs to the British Empire, not to Ireland.

Sir R. Sanders, Minister of Agriculture, stated in the House of Commons that the National Stud, since its presentation to the nation, showed a profit of £28,000. Last year their stud headed the list of winning breeders, beating the Secretary of State for War by a short head. Twenty-five horses won

forty-two races, valued at £32,000, including the St. Leger, the Irish St. Leger, the Liverpool Cup, the Derby Cup, and the Prince of Wales's Stakes at Newmarket. They had made a good beginning in 1923 by winning the Lincolnshire Handicap.

The myth that high-priced yearlings seldom do any good is being dissipated. We saw L'Aiglon (3,300 gs.) win; Teresina, who cost upwards of 7,000 gs., was second for the Newmarket Stakes; Mumtaz Mahal (9,100 gs.) won in smashing style, with Straitlace (2,100 gs.) second. Then there was Philippe (1,550 gs.). Mumtaz Mahal is quite abnormally good, and she seems to have inherited The Tetrarch's inborn knowledge of racing, for, like him, she jumped off in her first race as if it were no novelty to her. She knew just what to do, and did it without being in the least excited or upset.

Punchestown

The victory of Pride of Arras in the Maiden Plate was very popular, not so much that she was favourite, but owing to being ridden by her owner, the veteran, Mr. Harry Beasley, who is now in his seventy-second year. He rode his first winner over this course forty-five years ago, and in the meantime has won fame in his native country and in England and on the Continent as one of the best amateur riders of his day.

Mr. Beasley's brother, the late Mr. Tommy Beasley, rode in ten Grand Nationals and only had two falls, one of them was owing to a horse falling just in front of him. This is a record for a rider in the National, where in later years falls have been the rule, not the exception. Another brother was an equally fine rider, but, unfortunately, was killed riding in a steeplechase, we think at Punchestown.

The Derby

THE DERBY STAKES of 50 sovs. each, h ft, with 3,000 sovs. added; breeder of winner rec. 500 sovs., owner of second 400 sovs., and owner of third 200 sovs. out of stakes. About one mile and a half.

PAPYRUS, b or br c by Tracery—Miss Matty (Mr. B. Irish), 9st...	S. Donoghue	1
PHAROS, h c by Phalaris—Scapa Flow (Lord Derby), 9st.....	E. Gardner	2
PARTH, b c by Polymelus—Willia (Mr. M. Goculdas), 9st.....	A. Walker	3
Doric (Mr. A. de Rothschild), 9st.....	J. Childs	4
Apron (Sir A. Bailey), 9st.....	W. Lister	0
Bold and Bad (Lord Astor), 9st.....	J. Brennan	0
Canova (Mr. H. C. Sutton), 9st.....	J. Leach	0
Ellangowan (Lord Rosebery), 9st.....	C. Elliott	0
Hurry Off (Duke of Westminster), 9st.....	T. Burns	0
Knockando (Lord Woolavington), 9st.....	H. Jones	0
Legality (Lord Furness), 9st.....	G. Hulme	0
My Lord (Mr. J. B. Joel), 9st.....	V. Smyth	0
Portunna (Lady Nunburnholme), 9st.....	H. Beasley	0
Roger de Busli (Sir J. Robinson), 9st.....	H. Jelliss	0
Safety First (Mr. J. White), 9st.....	R. Stokes	0
Saltash (Lord Astor), 9st.....	F. Bullock	0
Topboot (Mr. F. Keene), 9st.....	F. Fox	0
Town Guard (Lord Woolavington), 9st.....	G. Archibald	0
Twelve Pointer (Duke of Westminster), 9st.....	B. Carslake	0

(Winner trained by B. Jarvis at Newmarket.)

Betting—5 to 1 agst Town Guard, 6 to 1 agst Pharos, 100 to 15 agst PAPHYRUS, 9 to 1 agst Legality, 10 to 1 agst Ellangowan, 35 to 1 agst Doric and Parth. I had been given the owner's opinion on Pharos at the Artists Rifles mess table a few days before the Derby, with the result that I placed him correctly.

The race was run in a mist. Saltash was fractious, but eventually the barrier ascended to a good start. Saltash on the right made the running from Papyrus on the outside, Pharos and Ellangowan being on the right, Doric, Twelve Pointer, and Bold and Bad, with Portumna, heading the others, who were whipped in by Parth. For a quarter of a mile Knockando forced the pace, attended by Papyrus, now on the left, Saltash, Ellangowan, Hurry Off, Legality, Doric, Pharos, Twelve Pointer, and Bold and Bad, with Parth improving his position. Shortly afterwards Papyrus joined Knockando, and racing into the lead rounding Tattenham Corner, Mr. Irish's colt entered the straight pursued by Pharos, Doric, Hurry Off, Saltash, Parth, and Ellangowan, these being well clear of Twelve Pointer, Bold and Bad, and Portumna. A quarter of a mile from home Pharos closed with Papyrus and took command in the next few strides, but gamely responding to the efforts of Donoghue, Papyrus gradually wore his rival down and won a great race by a length, with Parth third, a length and a half behind Pharos. Doric was officially placed fourth.

Time, 2min. 38sec.

The Oaks

THE OAKS STAKES of 50 sovs. each, with 2,000 sovs. added; for three-year-old fillies; breeder of winner receives 400 sovs., owner of second 300 sovs., and owner of third 100 sovs. out of the stakes. About one mile and a half.

BROWNHYLDA, b f by Stedfast—Valkyrie (Vicomte de Fontarce), 9st	
	V. Smyth 1
SHROVE, b f by Pommern—Silver Tag (Sir E. Hulton), 9st.....	C. Elliott 2
TERESINA, ch f by Tracery—Blue Tit (H.H. Aga Khan), 9st.....	G. Hulme 3
Tranquil (Lord Derby), 9st.....	E. Gardner 4
Daughter-in-Law (Mr. Clare Vyner), 9st.....	F. Fox 0
Lune de Miel (Dowager Lady Nunburnholme), 9st.....	J. Childs 0
Marcigny's Daughter (Mr. J. Musker), 9st.....	T. Burns 0
Polydara (Lady Torrington), 9st.....	S. Donoghue 0
Shri (Mr. F. Straker), 9st.....	G. Archibald 0
Solicitude (Mr. J. P. Hornung), 9st.....	H. Jelliss 0
Splendid Jay (Lord Astor), 9st.....	F. Bullock 0
Sunrising (Mr. D. Fraser), 9st.....	W. Lister 0

(Winner trained by R. Dawson at Whatcombe.)

Betting—Evens Tranquil, 8 to 1 agst Teresina, 10 to 1 each agst Splendid Jay and BROWNHYLDA, 100 to 7 agst Shrove.

In avoiding breaking the tapes Jelliss, the rider of Solicitude, was swung out of the saddle, but he did not release the reins. Eventually the barrier went up to a perfect start.

Time, 2min. 37secs.

POLO

Hurlingham Club is to be put on a new basis. A largely attended meeting of the members was held at Tattersall's, under the chairmanship of Lord Tweedmouth, when a scheme was unanimously adopted providing that, until the full complement of members was reached, applications would be entertained from candidates for full membership without entrance fee, provided

such applications, bearing the names of approved proposers and seconders, reached the secretary before May 1 next year; that the annual subscription be increased by 10s.; and life membership be offered to a number not exceeding 150 individuals on payment of £110 each, or three annual instalments of £40.

In reply to certain Press comments, it was pointed out on behalf of the Committee that the finances of the club were by no means in a desperate condition, and that it was only short of working capital by reason of the falling-off of members owing to the War and the necessity of incurring capital expenditure since the Armistice.

Sir Harold Snagge, who reported upon the financial position of the club on behalf of the committee, said they would 'lay the ghost at once,' and declare definitely that they were neither going into liquidation nor turning themselves into a limited liability company. He added that there was no truth in the statement that Hurlingham Club as the governing body of the game had abdicated in favour of a British Polo Association. 'There is,' he said, 'no such body—the M.C.C. of polo is and for long has been the Hurlingham Committee, recently reconstituted and remodelled under the chairmanship of Captain the Hon. F. E. Guest, on a basis more representative of all that is best in the world of polo, and it numbers among its committee no fewer than ten members of the Hurlingham Club. It is autonomous financially; it is independent of the fluctuating fortunes of any club, and the interests of British polo are safe in its hands.' The Hurlingham Polo Committee, he continued, derived its name and traditions from the Hurlingham Club, and to that club it looked as its natural home and headquarters.

The Hurlingham Club has determined to keep pace with the times, and on January 1 this year it invited its Polo Committee to accept on its behalf the same executive functions which are enjoyed by the American Polo Association at the present day. The new Polo Committee has, of course, a large representation of Hurlingham Club members upon it, ten out of thirty-six, the remaining twenty-six members being drawn from the County Polo Association (five), Army Polo Association (five), Indian Polo Association (five), All-Ireland Polo Club (three), South African Polo Association (two), Egypt, Sudan, and Palestine Polo Association (two), Ranelagh Club (two), and Roehampton Club (two).

The new Polo Committee now elects its own chairman (who must be a member of Hurlingham) annually. It is vested with complete control of the rules and conditions which govern British polo, it is autonomous in matters of finance, and has its own trustees. Two full meetings have been held, and the Hon. F. E. Guest has been elected chairman, and the Hon. W. H. Pearson and Mr. J. B. Young, trustees.

The committee have appointed a Selection Committee, consisting of Viscount Wimborne (chairman), Lt.-Col. E. D. Miller, and Col. R. G. Ritson.

Its Finance Committee is presided over by Mr. J. B. Young, assisted by Col. C. D. Miller and Col. R. G. Ritson.

It has also appointed a Handicapping Committee and a Rules Committee as follows :—

Handicapping Committee—

Representing Hurlingham : Lord Wodehouse and Mr. W. S. Buckmaster. County Polo Association, Lt.-Col. E. D. Miller and Maj. J. S. Mason. Army Polo Association : Maj.-Gen. T. T. Pitman and Lt.-Col. J. J. Richardson.

Rules Committee : Maj.-Gen. T. T. Pitman, Mr. W. S. Buckmaster, Lt.-Col. E. D. Miller, Col. C. D. Miller, and Lord Wodehouse.

Such is the new organisation, appointed on a truly democratic basis, and representative of all polo interests in the British Empire. The committee are working on the assumption that the next International contests will be played in America in 1924.

The above was given to the press on behalf of the Hurlingham Committee as they considered many inaccurate statements had appeared in print. We are pleased to hear Sir Harold Snagge has now become Chairman of the Hurlingham Committee. This is what Hurlingham has wanted for years and in fact has never had a really sound business man at the head of affairs. If Sir Harold is a bit of a showman besides, Hurlingham ought soon to be in a sound financial position. We can never understand why Hurlingham puts the sale of tickets in the hands of a Bond Street firm when they could be sold at Hurlingham and so save the commission. It would give the manager a bit extra to do, but that is what he is paid for. We were surprised to hear that nearly £500 was expended on trophies for the members who played in the last International matches. This is on the general lines carried out by Hurlingham for many years past, spend £1 when 1s. would do.

One day last year we drove to Hurlingham—four of the party had to pay £1 entrance on their pink vouchers. No receipt was offered, and if we had not insisted on one being given the money might never have been credited to the Hurlingham accounts. We do not wish to say that the men at the gates are dishonest, but we think that no man in that position ought to be given the temptation of putting money in his pocket. We think that someone in authority ought to be present to see receipts are given, which is the only check the Club can have.

An invitation has been received from the Chairman, American Polo Association, to send a British Army polo team to play a series of matches, the best in three, against an American Army team at Meadowbank this autumn. The invitation has met with the approval of our Army authorities, and the honorary secretary of the Army Polo Committee has been authorised to accept.

A selection committee, consisting of Generals de Lisle, Pitman and Colonel Harman, will select the players after the conclusion of the Inter-regimental on July 7. It is proposed to take thirty ponies, and these will probably sail for New York the third week in July.

The National Pony Society will probably hold a Spring Show and Sale of Polo ponies at Ranelagh in 1924, and the Ranelagh Club have consented to admit members of the Society to the Club grounds for the occasion.

Endurance Test

It may be of interest to compare what our horses do now and what they did over 100 years ago. We take the following from Farington's Diary, now appearing in the *Morning Post* :—

'1809. April 7th.—Mr. Wilson, a Liveryman, backed a Mare of his on the 28th last for a wager of 200 guineas to go 50 miles in three hours and a half, being at the rate of 15 miles an hour. The animal went off in high condition yesterday, on the Woodforde road, and did above fifteen miles within an hour, at a steady trot, and continued to do the same in the next two hours; the difficulty in the performance was the last five miles in the last half hour, which was done in four minutes less than the given time. Betting was seven to four, and two to one against the Mare. This astonishing performance is unprecedented in the Sporting Kalendar.'

ARMY OFFICERS AND HORSE SHOW JUMPING

With a view to removing misconceptions on the question of the participation of officers in jumping competitions at Horse Shows, it is officially stated that, so far from discouraging officers from taking part, the Army Council are anxious to see the Army adequately represented both at home and abroad. It is not possible, however, for the Army Council to give competitors any assistance from Army Funds.

It will be interesting to compare our methods and those of the Americans. The following we have taken from the *American Cavalry Journal* which shows how American officers are supported by the authorities and the public. This also applies to Polo :—

Army Team to Compete at Foreign Horse Shows

In the January number mention was made of the steps taken up to that time to arrange for sending an Army Team to the International Horse Show, Olympia, London, and to the Olympic Games in 1924. The plans are now well along.

In order to set up a definite organisation for handling this work, and in order also that a concrete plan might be submitted to the Secretary of War and the Chief of Staff for approval and acceptance, the Chairman of the Sports and Competitions Committee of the American Remount Association designated Mr. H. R. Williams, Jr., New York City, and Mr. Pierre Lorillard, Jr., Tuxedo Park, N.Y., as a committee of two, with full powers to organise a Horse Show Committee and to secure the approval and co-operation of the War Department of a definite plan of action.

The two gentlemen named have received assurance from the Secretary of War and the Chief of Staff that the War Department will be glad to co-operate with the Committee in every way possible, and at their request the department has authorised three officers to assist the Committee in their work, as follows :—

Major John A. Barry, as the Cavalry representative; Major C. P. George, as the Field Artillery representative; Major C. L. Scott, as the representative of the Remount Service, Q.M.C.

The Special Army Horse Show Committee met in Washington on January 3, and organised as follows : Chairman, R. H. Williams, Jr., 1 Broadway, New York City; Secretary-Treasurer, Pierre Lorillard, Jr., Tuxedo Park, N.Y.; Major John A. Barry, Major C. P. George and Major C. L. Scott.

Major John A. Barry was selected by the Committee as Captain of the Army Horse Show Team, to take active charge between June 1st and July 1st, 1923. This action was approved by the Chief of Staff.

The Committee further decided that the team would be trained at Fort Myer, Va., owing to superior facilities for training there. This action was also approved by the Chief of Staff.

The Committee appointed the following Committee for the purchase of horses, all of whom have accepted :—Robert E. Strawbridge, J. Watson Webb, F. S. Von Stade, Major L. A. Beard, Major John A. Barry.

INDIA

Cavalry School Horse Show, Saugor

The Cavalry School, Saugor, annual Horse Show extended over two days last March. The five jumping classes produced some very good jumping, and Lieutenant Wilson, Skinner's Horse, put up a brilliant show in winning 1st and 2nd in the competition for the 2nd Lancers Challenge Cup, and 1st and 3rd in the Open Jumping with his two horses Sligo and Sphinx.

Class I.—Chargers open to Student Officers of the Cavalry School.—1st prize : A Cup presented by Colonel Commandant P. B. Sangster, C.M.G., D.S.O. Lieut. W. G. M. Thompson's Nogi, 1st; Captain G. F. Bunbury's Lion, 2nd; Captain J. G. B. De Wilton's Bintu, commended. A poor class, except the winner, which was a useful charger, slightly lacking in quality, well-trained.

Class II.—Pigstickers.—1st prize : A Cup presented by the Saugor Tent Club. Captain C. E. L. Harris's Zulu, 1st; Captain J. Kingston's Jock, 2nd; Lieut. R. Wilson's Sligo, commended. Winner is a very good performer after pig.

Class III.—Polo Ponies.—Light Weight, English and Colonial. Captain MacGregor's Last Chance, 1st; Lieut. P. L. Graham's Opollo, 2nd; Captain J. A. G. Lynn's Customer, commended. Three nice ponies.

Class IV.—Polo Ponies.—Prize : A Cup presented by H.E. Sir Frank Sly, K.C.S.I. Captain R. H. Wordsworth's Alphonse, 1st; Captain K. Hatch's Haram, 2nd; Captain C. E. L. Harris's Bobby, commended.

Class V.—Polo Ponies; Country Bred.—Prize : A Cup presented by the Non-Cavalry School Members of the Saugor Club. Captain C. E. L. Harris's John, 1st; Captain J. W. Davidson's Tinker, 2nd; 17th Poona Horse Crimson Rambler, commended. A poor class.

Class XIII.—Chargers.—Indian Officer Students of the Cavalry School. Prize : A Cup. Risaldar Kalyan Singh's Ginger, 1st; Jemadar Mir Afzal Khan's Chambeli, 2nd; Jemadar Dadan Khan's Chita, commended.

Class XIV.—Troop Horses.—Ridden by British N.C.O. Students of the Cavalry School. Prize : A Cup. Sergeant Lupton's Molly, 1st; Sergeant James's Hector, 2nd; Sergeant Harris's Gus, commended.

Class XIX.—Open Jumping.—Prize : A Cup presented by Major-General R. A. Cassels, C.B., C.S.I., D.S.O. Captain Wilson's Sligo, 1st; Sergeant James's Jimmy, 2nd; Captain Wilson's Sphinx, 3rd.

Class XX.—Jumping.—Prize : Challenge Cup presented by the 2nd Lancers (Gardner's Horse) and a Miniature presented by the Officers of the Cavalry School. Lieut. Wilson's Sphinx, 1st; Lieut. R. Wilson's Sligo, 2nd; Lieut. G. W. Draffen's Cracksman, 3rd.

Class XXVIII.—Best Horse in the Show.—Prize: A Cup presented by Lieut.-General Sir William Marshall, G.C.M.G., K.C.B., K.C.S.I. Lieut. Thompson's Nogi.

Class XXVIII.—Best Pony in the Show.—Prize: A Cup presented by H. E. the Commander-in-Chief. Major T. S. Paterson's Prudence.

Racing at Saugor

The Cavalry School, Saugor, Annual Steeplechase Meeting was held on March 17, and a very good afternoon's racing was witnessed. Falls were few, and the totalizator paid good dividends.

1ST RACE.—THE KATHMANDOO CUP. A Steeplechase for Indian N.C.O.s (Staff and Students) of the Cavalry School, for a Challenge Cup presented by General Puneya Shum Shere Jung Bahadur Rana. With Rs. 49 to the winner. Catch weights, 11 stone. Distance, 1½ miles. Daffadar Abdulla Khan's Sher, Owner, 1st; Daffadar Prithi Singh's Moti, Owner, 2nd; Daffadar Bhan Singh's Heron, Owner, 3rd. A field of 12.

2ND RACE.—THE ST. PATRICK'S STAKES.—A Handicap for Horses. Distance, 6 furlongs. Rs. 49 to the winner. Mrs. Graham's B.Aus.M. Sheila, 12-3, Captain Williams, 1st; Sergeant Harris, B.C.B.G., Gus, 11-10, Sergeant Diamond, 2nd; Lieut. Graham's Ch.E.G. Leicester Square, 12-10, Owner, 3rd.

3RD RACE.—THE GRIMSHAW CUP.—A Steeplechase for Warrant and Noncommissioned Officers (Staff and Students) for a Challenge Cup presented by Major Grimshaw, 34th Poona Horse. Catch weights, 12 stone. Distance, 1½ miles. S.S.M. Molloy's Br.Aus.G. Mollie, Owner, 1st; Sergeant Bull's B.C.B.M. Bob, Owner, 2nd; S.S.M. Watt's B.Aus.G. Doubtful, Owner, 3rd. Also ran—George, Nobby. They raced in a bunch for half a mile, when Doubtful took the lead and drew away, but fell at the sixth fence. George then took up the running and was first past the post, but was disqualified for not going the course.

4TH RACE.—THE STONEWALL CHASE.—A Steeplechase for Horses, the *bona fide* property of Officers of the Cavalry School (Staff and Students). For a Challenge Cup presented by Major Jackson, 27th Light Cavalry, with Rs. 49 to the winner. English and Colonial, 11 st. 7 lb.; Others, 10 st. Distance, 2½ miles. Lieut. Wansborough Jones's Bk.Aus.G. Sultan, Owner, 1st; Lieut. Thompson's B.Aus.G. Nogi, Owner, 2nd; Lieut. P. L. Graham's B.Aus.G. Corporal Trim, Owner, 3rd. Won by a distance.

5TH RACE.—THE BANNAD STAKES.—A Handicap for Ponies, 14-2 and under. Distance, 4 furlongs. Captain Wordsworth's G.Aus.G. Bograt, 11-0, Captain Moore, 1st; Captain Denehy's Bk.Aus.M. Jinny, 10-7, Owner, 2nd; Lieut. Graham's Ch.Aus.G. Opollo, 11-7, Owner, 3rd. Also ran—Sandy, Micky Free.

6TH RACE.—THE REYNOLDS CUP.—A Steeplechase for Indian Officers of the Cavalry School (Staff and Students) for a Challenge Cup presented by Major Reynolds, 21st Lancers. Catch weights, 11 stone. Distance, 1½ miles. Risaldar Sher Mohd Khan's B.Aus.M. Bedford, Owner, 1st; Jemadar Dadan Khan's Ch.Aus.G. Chitta, Owner, 2nd; Jemadar Ruvuba's B.Aus.G. Yeswant, Owner, 3rd. Also ran—Rathor, Jamboo, China, Morni, Jack, Nathan. Yeswant had the race in hand with a twenty length lead, but fell at the last fence; being quickly mounted, he came in third. Won by 20 lengths.

7TH RACE.—THE POLO SCURRY.—For *bona fide* Polo Ponies. Distance, 2½ furlongs. English and Colonial, 12 st.; C.Bs, 11 st.; Arabs, 10 st. Captain Bullock's B.C.B.G. Larengo, Owner, 1st; Captain Macgregor's Ch.E.G. Last Chance, Captain Hatch, 2nd; Captain Macgregor's B.Aus.G. Aeroplane, Owner, 3rd.

Polo at Saugor

The final of the Polo Tournament for the Central India Horse Challenge Cup was played off at Saugor in March, between the 17th Poona Horse and the Pundits, and produced a good, fast galloping game. Both teams had a total handicap of ten and started level, and it was due to the more accurate shooting of the Pundits that they were enabled to win, as the Poona Horse did their fair share of attacking and on several occasions just failed to score. For the winners, Wordsworth, well mounted on fast ponies, played a sound game, and refused to be rattled in spite of the persistent attentions of the opposing No. 1. For the losers, Grimshaw and MacGregor were sound, both in attack and defence.

Teams :—

17th Q.V.O. Poona Horse.—Jemadar Amar Singh, 1; Captain Hatch, 2; Major Grimshaw, 3; Captain MacGregor, Back.

The Pundits.—Captain Harris, 2nd Lancers, 1; Lieut.-Colonel Robertson, 5th Probyn's Horse, 2; Captain Crichton, 3rd Cavalry, 3; Captain Wordsworth, 6th D.C.O. Lancers, Back.

Details :—

1st Chucker.—From the throw-in the Pundits secured the ball and, running it at a great pace to the Poona Horse flags, scored. On changing ends both teams attacked in turn, and a really fast up-and-down game ensued, when Harris scored for the Pundits. Towards the end of the period, both Crichton and Wordsworth finished good runs by hitting behind. Score : The Pundits, 2; Poona Horse, 0.

2nd Chucker.—The play opened at the 60-yard flag in the Poona Horse end, and Wordsworth, taking the ball, scored. On changing ends, the Pundits again took the ball and Robertson scored. What looked like another goal, hit by Robertson, was splendidly saved by Macgregor, and Grimshaw taking this ball on, the Poona Horse scored after some exciting play in front of the Pundits' flags. A good fast chucker, both sides playing all out. Scores : The Pundits, 4; Poona Horse, 1.

3rd Chucker.—The Play started from the centre. The Pundits, taking up the attack, MacGregor was kept busy for some time and, breaking away, the Poona Horse scored their second goal. A penalty hit against the Pundits was well saved by Wordsworth. Scores : The Pundits, 4; Poona Horse, 2.

4th Chucker.—The Poona Horse made great efforts to score, but their attacks were all broken up by the sound defence before they became dangerous. Harris scored for the Pundits. Near the end of the chucker, Wordsworth, taking the ball through the field, going at a great pace, finished up a brilliant run by scoring from a difficult angle by a near side under the neck shot. Final scores :—The Pundits, 6 goals; Poona Horse, 2 goals.

11th Hussar Pig-sticking Notes (Season 1922-1923)

The season opened on the Meerut Kadir on December 23, 1922. Owing to the heavy and late monsoon, the grass was much heavier than in ordinary years, but so far the supply of pig has been well above the average.

The Muttra Cup took place on February 26 and the following two days. These dates, however, proved to be much too early in the season as, in spite of a really well-run show, pigs were hard to find, and in many cases impossible to kill, owing to the thickness of the grass.

The Regiment was represented by Major F. H. Sutton, Lieut. G. C. P. Paul, and Lieut. W. D. C. Trotter.

The team killed their first pig easily in open country, but lost their next three in elephant grass.

The Cup was won by a Meerut Tent Club team: Major Brooke (R.H.A.), Mr. Ritchie (R.F.A.), and Captain M. Wallington (Royal Sussex Regiment).

In the Kadir Cup, on March 26, the Regiment was represented by three competitors: Major F. H. Sutton, Captain C. W. M. Norrie, and Lieut. W. D. C. Trotter.

Major Sutton, very well mounted, was fully expected to do well on Priceless and Tucker, two country breds, both dead staunch to pig, and fast. He was, however, unlucky enough to draw Captain Scott Cockburn, 4th Hussars, Honorary Secretary of the Muttra Tent Club, with both horses in the first round, and got beaten. Captain Scott Cockburn was runner-up in last year's Kadir, and had bad luck this year in being beaten in the semi-final.

Captain Norrie got through the first round on The Boy, killing a good boar of 31½ inches. On the second day he fell, his heat being won by Captain Colin West, who won the Cup three years ago.

Captain Norrie also rode Mr. Head's Alfonso on the second day, and won the heat on a horse which was subsequently destined to reach the final.

Mr. Head, having both his horses on the line at the same time, had to therefore nominate a substitute to ride his second horse.

The finalists were Mr. Bates, R.F.A., on Lovelace, and Mr. Head, 4th Hussars, on Alfonso.

The Cup was won by Mr. Bates, on his good horse Lovelace, which did most of the work in the final.

The Kadir Cup this year was, as always, a most enjoyable three days. There was a first-rate show of pig, and the country looked at its best. No one deserves more credit than Captain Colin West, who has now been Honorary Secretary of the Meerut Tent Club for the last five or six years, and has undertaken the running of the Kadir Cup each year.

H.E. the Commander-in-Chief (Lord Rawlinson) was an interested spectator. After the final he rode Captain West's horse, wearing a pair of grey flannel trousers, and enjoyed a long sporting hunt in which he got first spear—a fine effort for a Commander-in-Chief of sixty years.

Both the Hog Hunter races had large entries, and were won respectively by Lieut. Hugo, R.H.A., and Lieut. Bates, R.F.A., on Jazz and Upat (Mr. Freer riding the latter's horse).

Captain Norrie, Lieutenants Paul and Blakiston Houston have made several expeditions to Muttra, sometimes getting into the correct train and sometimes not.

At the Christmas meet, Mr. Houston killed an exceptionally large boar, 33 inches, weighing 310 lb., not far off a record for these parts of India.

On Easter Sunday, near Brindoban, the above three hunted in the same heat all day: had four hunts and killed four pig.

Thirteen pig were killed at this meet with ten spears out.

Mr. Paul must have got nearly into double figures before he left for Wellington (Madras) to go on an educational course.

The 4th Hussars have been most hospitable and kind in many ways. We cannot be too grateful to Lieut.-Colonel T. Pragnell, and especially to Captain Scott Cockburn, Honorary Secretary of the Muttra Tent Club, for some first-rate sport.

Captain Norrie, with few opportunities, has eight spears this year to his credit, and one pig killed without a spear, which he clubbed with the butt of a rifle and subsequently despatched with a stirrup iron. After a morning's hunt with the Meerut Tent Club, he was out hacking, when a rideable boar got up right under his horse. The boar charged repeatedly and his horse, a country-bred, was slightly cut, the rider being also cut on hand and ankle; the distance covered was $1\frac{1}{2}$ miles, and the 'encounter' lasted twenty-five minutes. The pig was a good-looking, 29-inch boar, and his skull and jaw were fractured.

Major Sutton, our chief enthusiast, has been the only one of the Regiment who has been able to hunt regularly with the Meerut Tent Club and got eighteen spears this season, before leaving for England in June.



2009



FIELD MARSHAL THE MARQUESS OF ANGLESEY, K.G., G.C.B.

From the Drawing by H. Edridge in the National Portrait Gallery.

THE CAVALRY JOURNAL

OCTOBER 1923

FIELD MARSHAL THE MARQUESS OF ANGLESEY

A CONTEMPLATION of the cavalry achievements of Henry William Lord Paget, better known to the Army as the Earl of Uxbridge and subsequent Marquess of Anglesey, compels admiration for the force of character, individuality and natural genius which crystallised into such outstanding military qualities, amounting almost to infallibility. Thus his personality appeals to us as well as his deeds. He was an Englishman 'of a noble presence, the beau idéal of a dashing Hussar, of courteous bearing, impetuous but not wanting in shrewdness and judgement and with great kindness of heart.'

Dos est magna parentium virtus. His father, the 1st Earl of Uxbridge, was a trusted favourite of the King, and the Stafford, or King's Own, Militia, which he commanded, was permanently quartered at Windsor, until the decease of the Earl in 1812.*

Lord Paget was born in 1768 and received the rudiments of education at Westminster School, passing on to Oxford; but, like most men of originality, he was, to a great extent, self-taught. He became M.P. for Carnarvon from 1790 to 1796, and was, in 1793, appointed Lt.-Colonel of the 80th Foot, raised on his father's estates.

* 'The Royal Military Calendar,' 1820.

He received his baptism of fire in Flanders in the retreat of the Duke of York before Pichegru, and in 1797 accepted command of the 7th Light Dragoons. He led the Light Cavalry Brigade in the expedition to the Helder in 1799 and was promoted Major-General at the age of 34.

In the Peninsular War, with five regiments of Light Cavalry, he opposed thirteen of the enemy in the retreat to Corunna.

The officers of the Hussar Brigade voted him a magnificent piece of gilt plate, in allusion to his Lordship's brilliant leadership in the Peninsula in 1808.

He commanded a Division in the Walcheren Expedition. In 1815 he was given command of the Cavalry in Belgium, comprising 14,500 sabres and seven batteries of Horse Artillery. The Duke of Wellington expressed dissatisfaction at the appointment, because he had asked for the services of Lord Combermere; but the work of the Cavalry at Waterloo was highly eulogised in the Duke's despatch.

Almost the last shot fired that day passed over the neck of the Duke's charger and struck the Earl on the right knee, necessitating amputation. During the operation, there being no anæsthetic, he was given a cork to bite; observing the persons about him considerably affected he inquired which of them would not lose a leg for so brilliant a victory. He remained firm under the amputation, and his pulse did not even alter.*

He was granted the title Marquess of Anglesey, and a column in his honour was raised at Craig y Dinas on the banks of the Menai Straits.

From 1827 to 1852 he held various political appointments, and displayed honesty of purpose but no high order of states-

* Hume, 'Personal Reminiscences, by the 1st Earl of Ellesmere,' 1903. The poet Southey relates in 'The Poet's Pilgrimage,' that Lord Uxbridge's leg is buried in a garden opposite the inn at Waterloo. The owner of the house in which the amputation was performed considered it a relic that had fallen to his share, and a monument was placed over it, on which is written:—

Here lies the Marquess of Anglesey's leg,
Pray for the rest of his body we beg.

manship. He was advanced to the dignity of Field-Marshal in 1846, and lived to the age of eighty-six.

The portrait is from the drawing by H. Edridge, 1808, done in pencil and water-colour; the jacket is scarlet, and the fur-lined pelisse is blue. The artist was a miniature painter, best known by his admirable portrait drawings. He exhibited some 260 works at the Royal Academy between 1786 and 1821, and was elected A.R.A.

Epitaph on the monument to the memory of Sergeant Duncan, 7th Light Dragoons, in St. Matthew's Churchyard, Ipswich :—

To the Memory of JOSEPH DUNCAN, Sergeant, who died May 25, 1804, aged 28 years. Erected by the Officers and Non-commissioned Officers to perpetuate the memory of a worthy man.

Reader in time prepare to follow me :
As my route was, so thine will surely be.
The mandate of my God I did obey,
Kings and Dragoons, when called, must march away.
A. L.



**THE OPERATIONS OF THE SECOND CAVALRY
DIVISION (WITH CANADIAN CAVALRY BRIGADE
ATTACHED) IN THE DEFENCE OF AMIENS,
MARCH 30-APRIL 1, 1918**

By MAJOR-GENERAL T. T. PITMAN, C.B., C.M.G.

WHEN the German offensive commenced on March 21, the 2nd Cavalry Division was in mobile reserve behind the III Corps at the south end of the British line. After six days' heavy fighting, partly dismounted and partly mounted, with the III Corps, who were eventually relieved by the French, the 2nd Cavalry Division made two forced marches of 20 miles per day in answer to an urgent call to Amiens by the 5th Army. They co-operated with the French at Montdidier *en route*.

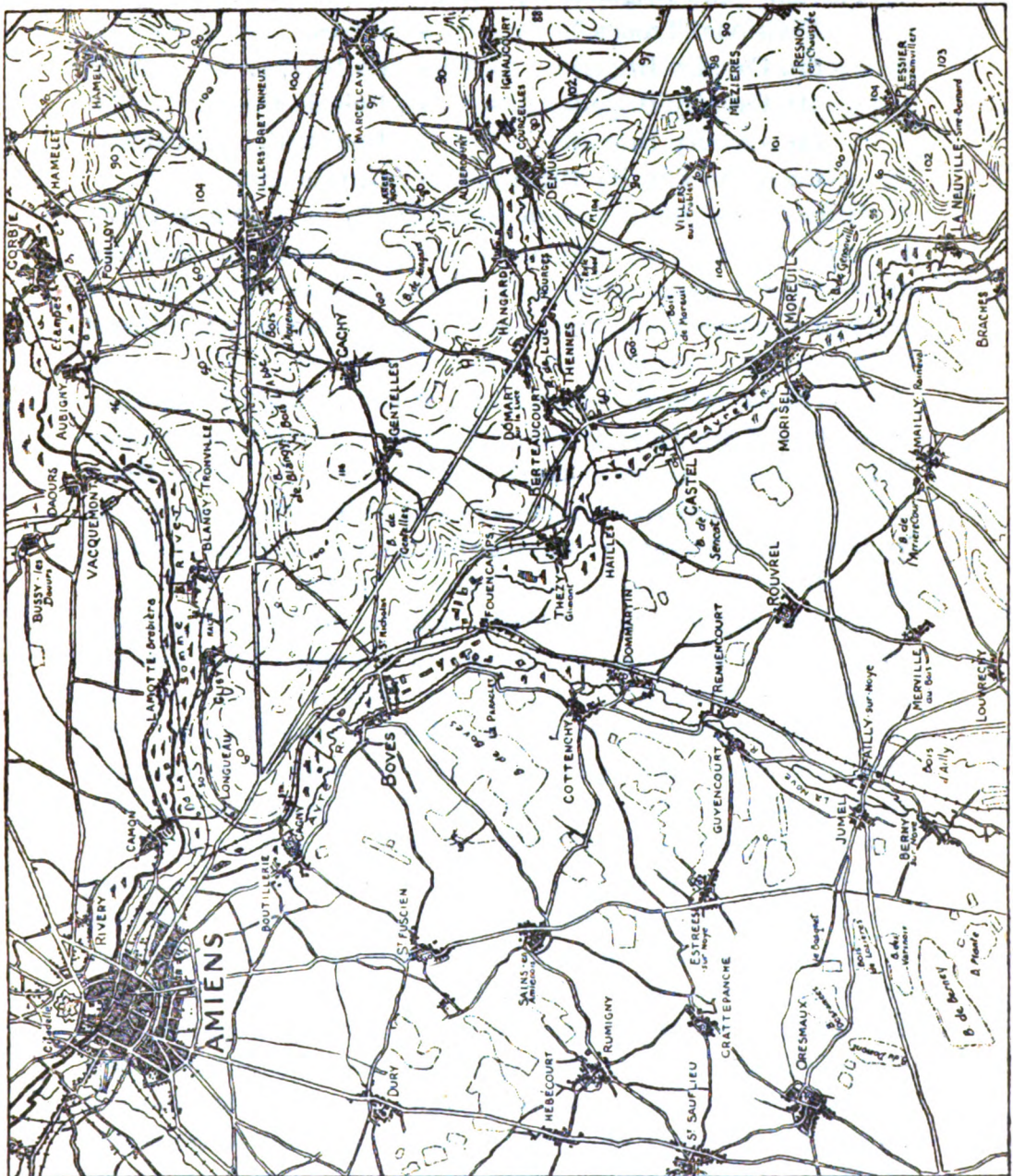
As will be seen from the following account of operations, their arrival at Amiens on the night of March 29 helped considerably to save the situation at that place.

The account is taken from diaries written at the time.

March 29.—On the evening of the 29th, after a long march from the Montdidier area, we established our Headquarters in the village of Boves. This quiet little village, through which we had passed, on the march, only a few months previously, was now a seething mass of transport, and all the paraphernalia which congests the traffic in the area behind a battle. There were at least three other Divisional Headquarters in the same street, and the French, who had commenced to arrive, had taken over the château, which had formerly been the Headquarters of a corps school. It was nearly midnight before the last units of the Division reached their destinations.

The original intentions were for us to bivouac in the Bois de

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Blangy, but, owing to the late hour, we were given permission to remain in the valley of the Avre river, wherever we could squeeze in. The Brigades were located as follows :

Divisional Troops	-	-	Boves.
3rd Cavalry Brigade	-	-	Cottenchy.
4th Cavalry Brigade	-	-	Bois de Boves.
5th Cavalry Brigade	-	-	Boutillerie and Cagny.
Canadian Cavalry Brigade	-	-	Guyencourt.

Orders were received from the XIX Corps for the Division to march at 6 a.m. on 30th, and concentrate ready for mounted action. At 2 a.m., owing to the late hour at which we had reached our bivouacs, the above hour of march was altered to 8 a.m.

March 30.—Shortly after 7 a.m. B.G.G.S. XIX Corps rang up on the telephone and said : ‘ Enemy reported in large wood N.E. of Moreuil on right flank of 20th Division. Cross River Avre at once and move S.E. across the River Luce and clear up the whole situation in the wood and secure the line as far as Moreuil.’

On the night of the 29th our Infantry were holding a line from Moreuil along the south edge of Moreuil Wood, through Point 104 to Demuin.

7.30 a.m.—As the 3rd and Canadian Cavalry Brigades were closest to the scene of action, General Pitman motored at once to Cottenchy, where he saw General Bell Smyth, commanding 3rd Cavalry Brigade, at 7.30, and ordered him to cross the River Avre as rapidly as possible at Le Paraclet and, moving by shortest route, to seize the high ground north of Moreuil Wood, then, working in conjunction with the Canadian Cavalry Brigade, to restore the situation up to the line of the Moreuil-Demuin road. The move was to commence as soon as possible, and whichever Brigade arrived first at the scene of action was to go straight for the high ground. General Pitman then motored to Guyencourt, saw General Seely, whose Brigade was saddled up and ready to move, and ordered him to cross *via*

Remiencourt and Castel, seize the high ground and work in conjunction with the 3rd Cavalry Brigade. The situation was so obscure, and time such an important factor, that it was not considered possible to give any further details. The first Brigade arriving on the scene of action was to act on its own initiative, according to circumstances, closely supported by the second.

Advanced Divisional Headquarters moved to Gentelles and the 4th and 5th Cavalry Brigades to the Bois de Blangy in reserve.

9 a.m.—At 9 a.m. the leading regiment of the Canadian Cavalry Brigade (the Royal Canadian Dragoons), having crossed the River Avre at Castel without opposition, reached the high ground north of Moreuil Wood, meeting with considerable machine-gun fire from the northern face of the wood.

General Seely issued the following orders :—

‘Advanced guard squadron to clear the N.W. corner of wood. One squadron to gallop to S.W. face of wood. One squadron to gallop to N.E. corner and endeavour to join up with second squadron.’

9.30 a.m.—At 9.30 a.m. Capt. Nordheimer’s squadron (R.C.D.) had established themselves in the N.W. corner of the wood, though opposed to heavy machine-gun fire from the direction of Moreuil.

Major Timmis’s squadron (R.C.D.) met with heavy rifle fire and machine-gun fire from all along the northern face of the wood, and on reaching a point near the N.E. corner, wheeled to the left, suffering heavy casualties, and retired into the hollow N.E. of the wood.

Lord Strathcona’s Horse sent one squadron to reinforce Major Timmis and the remaining two squadrons advanced to the attack, dismounted, on the northern face of the wood. A squadron of Fort Garry Horse attacked the northern face of the wood dismounted. Very heavy fighting ensued in all the

northern parts of the wood, the enemy showing no signs of desiring to surrender.

In the meantime, at 9.30 a.m., the 3rd Cavalry Brigade, who had crossed the river immediately behind the Canadian Cavalry Brigade, and had remained in support, sent a squadron of the 4th Hussars to work down the western edge of the Bois de Moreuil and to secure the right flank of the Canadians. Patrols of the 5th Lancers were sent to the 20th Division about Rifle Wood, south of Hourges. The squadron of Strathcona's Horse, under Lieut. Flowerdew, which was ordered to work round the N.E. corner of the wood in support of Major Timmis, was not fired at from the northern face of the wood, and on arrival at N.E. corner saw a party of about 300 of the enemy retiring from the wood in a south-easterly direction. They charged twice through them, killing many with the sword. The squadron then entered the wood about the centre of its eastern face. Here they were joined later by two dismounted squadrons of Strathcona's Horse coming through the wood from N.W. The remainder of the 4th Hussars (two squadrons) worked along the western slopes of ridge between Moreuil and the wood. The leading squadron (Capt. Beaman's) having reached the track at south-west corner of wood, got in touch with the Canadians, who had suffered heavy casualties. Verbal orders from General Seely were received to push along the point of the wood up to Moreuil-Demuin road. In endeavouring to carry this out they came under accurate close-range machine-gun fire and were forced to retire to the track where they had entered the wood.

11 a.m.—By 11 a.m. the Canadians and 3rd Cavalry Brigade had established themselves on three sides of the wood, but the centre and southern portions were still full of the enemy.

11.30 a.m.—One squadron 16th Lancers was sent to reinforce the 4th Hussars.

12.15 a.m.—5th Lancers sent to get in touch with the 20th Division, and at 1.30 p.m. were at Hourges.

The situation at this neighbourhood being found satisfactory, they were withdrawn into brigade reserves, leaving one squadron with the 20th Division.

1 p.m.—‘A’ Squadron 16th Lancers sent to reinforce line (Canadian) in the wood and remaining squadron to maintain touch between the Canadians and 4th Hussars.

‘A’ Squadron proceeded mounted into the wood along the track running north and south through centre of the wood. On the advanced posts reaching the centre of the wood they were fired on with machine guns and rifles by the enemy still in the wood. Squadron retired a short distance and dismounted then advanced, supported by two machine guns. Shortly afterwards 80 men of the Warwicks and ‘C’ Squadron 16th Lancers came up and General Seely and Colonel Brooke (16th Lancers) organised a line which drove through the wood, and after heavy fighting got into touch with the 4th Hussars.

3 p.m.—Two squadrons 5th Lancers sent up to reinforce the line in the wood, one of these being made responsible for the left flank. Shortly afterwards the third squadron was used to further reinforce.

A general advance all along the line was made at 3 p.m. The whole eastern face of the wood was cleared of the enemy, the line at the S.W. corner was very thin, and about 4.15 p.m. a retirement was made a short distance at that end of the wood and a line consolidated facing south and east.

Heavy fighting continued all day along the southern and eastern edges of the wood, the enemy making several counter-attacks, accompanied by heavy shelling. Our losses were severe, but the position was maintained until the Cavalry were relieved by the 8th Infantry Division at 2.30 a.m. 31st. On completion of relief the 3rd Brigade, less the 5th Lancers, withdrew to Thennes, and the Canadian Cavalry Brigade to the Bois de Senecat.

Action of R.H.A.—‘D’ Battery came into action about 9.30 a.m. with six guns just east of the windmill on high ground

north of wood. The battery fired on selected points on far edge of wood on information supplied by Canadian Cavalry Brigade. Great difficulty in maintaining communication.

About 10.30 a.m. enemy observed advancing down valley of the Luce and battery position was moved. On Germans counter-attacking and gaining ground, one section was sent to Hailles to cover retirement of remainder of battery, should it be necessary.

By order of G.O.C. 3rd Cavalry Brigade one section was sent to position S.W. Castel in order to enfilade German position E. and N.E. of Moreuil. Observation was impeded by mist and rain. Towards evening fire was concentrated on eastern edge of wood, where enemy had penetrated.

Action of Machine Guns.—10 a.m.—Two guns of 3rd Machine Gun Squadron sent to support 4th Hussars on western slopes of hill above Moreuil. These two guns had no good targets, but fired on southern corner of wood and ridge at that corner. The remaining two guns went forward into wood with 16th Lancers and took up position on main north and south track through centre of wood. No good targets fired on. A little grazing fire employed.

9.15 a.m. — *Action of 5th Cavalry Brigade on 30th.*—At 9.15 a.m. General Pitman saw Lieut.-Col. Collins commanding 5th Cavalry Brigade and directed him to move one regiment (Royal Scots Greys were the regiment selected) to Bois d'Aquenne on the Cachy-Fouilloy road and to send out one squadron to reconnoitre towards Marcelcave, this regiment to be prepared to attack south eastwards, the Royal Scots Greys supported the 61st Division, who made a slight advance in the neighbourhood of Bois de Hangard. Two squadrons dug in half-mile S.W. of wood. Remaining squadrons just west of wood. The whole regiment was relieved by about 7.30 p.m. and went back to Bois de Blangy.

2 p.m.—The G.O.C. 5th Cavalry Brigade was ordered to get in touch with 9th Australian Brigade, and to place one

regiment (12th Lancers was the regiment selected) at their disposal to assist in their counter-attack and protect their left flank. The 12th Lancers worked in close touch with the 33rd Battalion A.I.F. and reached the wood east of the Bois de Hangard (christened by the Australians 'Lancer Wood' as a compliment to the 12th Lancers) at about 4.15 p.m. The British Infantry in that neighbourhood were tired and exhausted, but the moral effect of the arrival of the Cavalry had an appreciable effect on them.

The 12th Lancers, working in conjunction with the 33rd A.I.F., cleared Lancer Wood of the enemy, who had obtained a footing in the southern and south-eastern edges. Lancer Wood was heavily shelled by the enemy, which caused casualties.

7 p.m.—The 12th Lancers withdrew to the Bois de Blangy about 7 p.m.

The G.O.C. 9th Australian Brigade forwarded a most enthusiastic report on the assistance rendered by the 12th Lancers.

Throughout the day Divisional Headquarters remained at the village of Gentelles.

The advanced Headquarters of the 61st Division were just opposite to us, which was very convenient.

We were joined up by telephone with the XIX Corps, under whom we were operating. Our communication with the Brigades was by motor cyclist and mounted orderlies.

The *liaison* Officer from each Brigade Headquarters remained with Divisional Headquarters to take any special orders. In addition to this we had four officers patrols keeping us informed of the Infantry situation on the whole of the front between Villers, Bretonneux and Hangard. As will be seen from the above account, the whole of the Division, with the exception of the 4th Cavalry Brigade and one regiment of the 5th Cavalry Brigade, were employed during the day.

The position of the reserves in the Bois de Blangy was none

too comfortable. The trees were dripping wet, and, even though it did not rain continuously, the men got very little rest.

March 31.—Owing to the report of heavy fighting on the 20th Division front south of Hangard the 3rd Cavalry Brigade was ordered at 9.45 a.m. to send up one regiment to help the 20th Division in north end of Rifle Wood and clear up the situation.

Patrols, however, reported at 12.30 p.m. that the 20th Division were satisfied with the situation and the 3rd Brigade was ordered to withdraw the above regiment.

1.45 p.m.—The situation between the left of the 8th Division and the right of the 20th Division was reported to be unsatisfactory, and the 3rd Brigade was again ordered to send up a regiment to restore the situation. Meanwhile General Bell Smyth, hearing the heavy artillery fire, made a personal reconnaissance from the windmill on hill north of Moreuil Wood, and, seeing the Infantry retiring from the wood, had ordered the 5th Lancers up to the wood.

The 5th Lancers galloped up to the wood and prepared to counter-attack. This rapid action of the 5th Lancers enabled a battery of R.F.A., which was in action close to the Bois de Moreuil, to get away, and the Infantry had by this time retired beyond the guns. The counter-attack was, however, not proceeded with, as the retirement of the Infantry made an isolated attack useless, and the 5th Lancers took up a position on the ridge.

General Bell Smyth at once ordered up the remainder of his Brigade and a line was formed along the spur running down to Hourges—5th Lancers on the right, then one squadron 4th Hussars, 16th Lancers, remainder of the 4th Hussars. This line was thickened up by parties of Infantry who had come back from the wood. All led horses were sent back over the river to Thézy. The 23rd Infantry Brigade advanced through that line and made a counter-attack, their left resting on the 5th Lancers, who were thus left in support.

In the meantime, on receiving information that the enemy were advancing in large numbers north of Moreuil Wood, General Pitman ordered the 4th Cavalry-Brigade, accompanied by 'J' Battery R.H.A., to proceed to Thennes and to co-operate with the 8th and 20th Divisions to restore the situation. The Canadian Cavalry Brigade was at the time ordered to stand to, to support the 3rd Cavalry Brigade. The 4th Cavalry Brigade moved *viâ* Bois de Gentelles into low ground east of the main Moreuil-Amiens road, halting just north of Thézy, while Colonel Kirby, commanding 4th Cavalry Brigade, went to see General Bell Smyth at the windmill. Under instructions from General Bell Smyth the Carabiniers and one squadron 3rd Hussars were moved up to fill the gap between the left of the 3rd Cavalry Brigade and the Infantry at Hourges, while the remainder of brigade moved, dismounted, to a position near Domart to act as a reserve in case of an attack from the direction of Hangard. The enemy had already occupied Rifle Wood.

The 54th Infantry Brigade (General Sadlier Jackson) had meanwhile received orders to counter-attack the enemy and endeavour to seize Rifle Wood.

This counter-attack was expected to develop about 5.30 p.m. The 4th Cavalry Brigade was, therefore, ordered to get touch with General Sadlier Jackson west of Domart, and to co-operate with him if required. General Sadlier Jackson, however, only asked that his right flank might be protected about Hourges, which was done. The counter-attack did not proceed south of the River Luce.

The 5th Cavalry Brigade remained in Bois de l'Abbé and Canadian Cavalry Brigade in Bois de Senecat.

It will be seen from the above that on the evening of the 30th the situation south of the River Luce was far from satisfactory; both the 8th and 20th Divisions had been driven back off the line which we had re-established for them on the previous day. They had been dribbling back in twos and threes

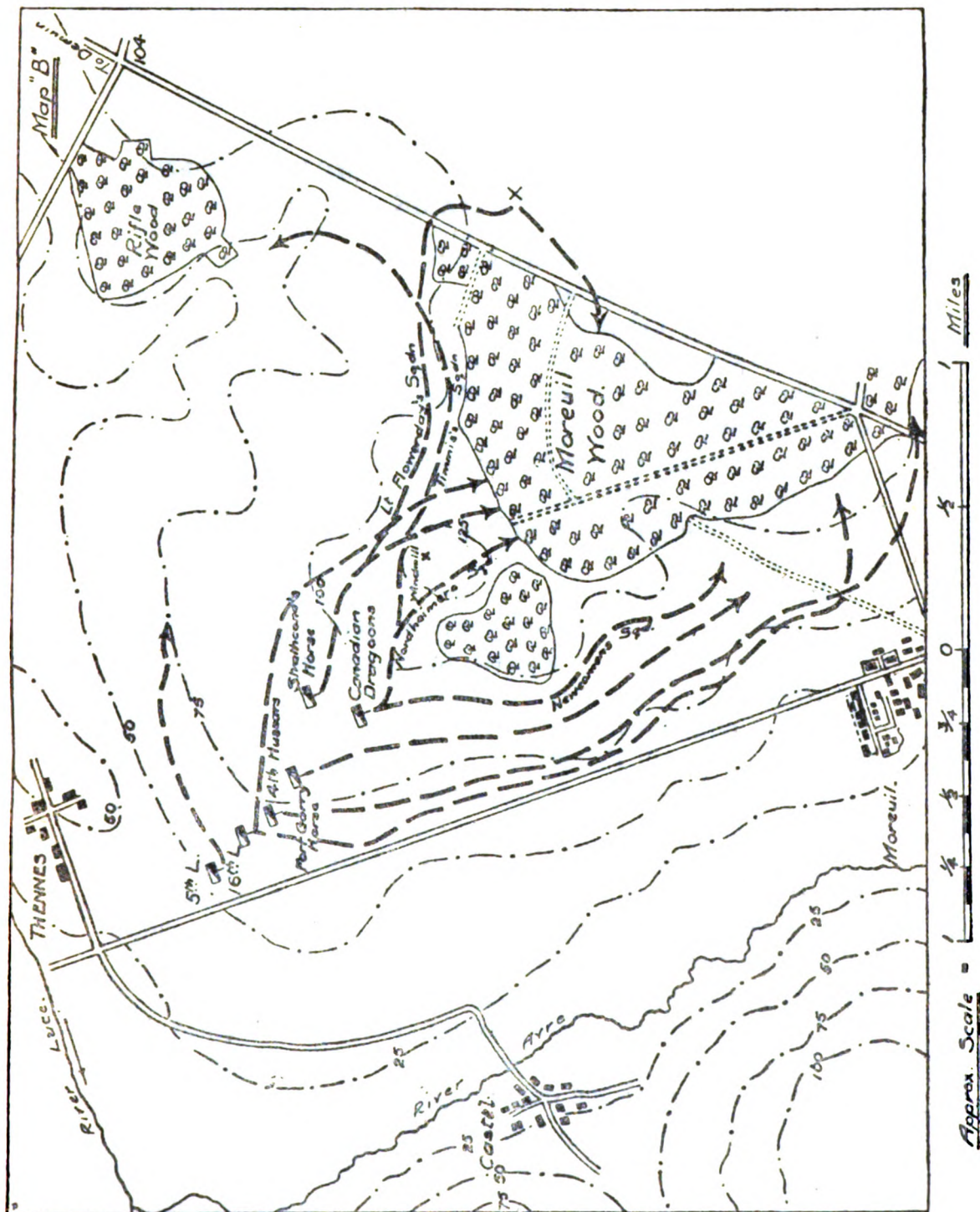
throughout the day, and by the evening the Germans had taken the whole of Moreuil Wood and Rifle Wood, except the north-western corner of the former, in front of which the 3rd Cavalry Brigade line was established through the neck which joins the corner with the main wood. On the left the 20th Division had been driven back to Hourges Village and to Hangard, which was held by a company of French. The 54th Brigade, which was ordered to counter-attack, was a good fighting brigade, but, like ourselves, had been through the fighting down south since the start and was pretty weak in numbers. Having started out from Gentelles, they were quite satisfied with reaching the line of the river and establishing themselves there.

To the north the 1st Cavalry Division had dug themselves in on a strong line running north and south in front of Hamel Village. To the south of them the Australians carried on the line to Hangard Wood, where elements of at least three Infantry Divisions were gradually being withdrawn and collected, there being very little fight left in them. The 3rd Cavalry Division had by this time arrived in the Avre Valley, and it was obvious that if Amiens was to be saved the only thing to do was to throw in the remainder of the Cavalry, drive the Germans back, and endeavour to hold on until fresh troops arrived.

The other two brigades of the Australian Division were expected shortly. The sooner the elements of the tired Infantry Divisions could be got out and cleared right away the better, as they were only a source of danger in their present state, and their transport and impedimenta were blocking up all the main lines of approach.

Under the circumstances, when night fell, we decided to keep our Divisional Headquarters at Gentelles, where we were in telephonic communication with the XIX Corps and could keep them informed of the situation hour by hour according to information gained from our patrols which were constantly out.

(To be concluded.)



***NOTES ON DELAY ACTION BY A MOBILE FORCE
OF ALL ARMS***

A SENIOR Officers' Conference was held at Weedon in June to study the composition and employment of a highly mobile force, including Cavalry, Horse and Field Artillery, Tanks, Armoured Cars, and Infantry in lorries, with Aircraft attached, the whole force being given the *rôle* of delaying a superior force of the enemy.

The following extracts from remarks made by the Directing Staff bring out many of the guiding principles that should govern the employment of such a force in reconnaissance and delaying action.

In our preparation for war we have to consider war of movement, in which both sides are provided equally with all the modern aids to war : aircraft, tanks, gas, smoke, increased fire-power, and fast-moving mechanical transport. No one in the Army now has had previous experience of such warfare. Those who were in Palestine, etc., had experience of moving war, but we were much better supplied in all aids to modern war than the enemy.

The problems confronting Cavalry have entirely altered owing to their bulk and visibility from the air and to the increase in machine guns, and when the tank becomes more reliable mechanically, it will have a great effect on their use in war both in attack and defence.

The tank will not drive Cavalry from the battlefield; it will in the future largely increase their radius of action, and their power to overcome minor opposition. Unless, however, Cavalry adapt themselves intelligently to the new conditions, the air arm may drive them from the field. There are still

many gaps in military operations which only Cavalry can fill; but we must not think that we can conduct cavalry operations in the way we did before the war: if we do so we shall be driven from the field.

We have to carry out the same operations and fulfil the same tasks, but in a different way. For instance, we should never again see on the field of battle by day even a brigade of Cavalry concentrated. Before the war we were in the habit of concentrating them for mounted or dismounted action, because, on account of our quick movements, it was desirable that all leaders should see with the Commander's eye and receive personal instructions, if we were to obtain co-ordination for our 'punch.' In the future we must learn to co-ordinate our 'punch' on the desired spot from extensions we never dreamt of before. In training, therefore, even the most elementary must never be undertaken without considering the effect of air observation and air attack.

Cavalry can of itself put up very considerable delay action against all arms, especially in an enclosed country, where hostile artillery observation is difficult, and it is easy to conceal led horses. Against Infantry and Artillery only comparatively weak forces of Cavalry can compel constant deployment of the hostile forces; but if the advancing enemy possesses Cavalry of equal or greater strength, and such Cavalry is kept concentrated and is boldly used, delay action becomes much more difficult and there is great danger of the delaying Cavalry being rolled up from a flank by boldly handled concentrated forces, helped by frontal attacks by the hostile Infantry and Artillery.

A Cavalry brigade is very weak in guns, and if it is to put up a prolonged delay action it is advisable to increase the Artillery accompanying it. It is largely by the action of Artillery that the enemy are compelled to leave the roads and deploy at a considerable distance from the ground we hold with dismounted fire.

The best delaying action is denying a road to the enemy. If Cavalry are suitably reinforced with Artillery they can, by using artillery, machine guns, hotchkiss and rifle fire, reduce the rate of the march of hostile Infantry columns by more than half—*e.g.*, to less than one mile an hour—and this without any danger to their becoming too much involved to disengage.

The first desideratum for this column is, therefore, for more Artillery, and we therefore propose to give the column a battery of R.F.A.

The enemy are almost bound to make use of more than one road, probably two, possibly even three, such roads being occasionally a considerable distance apart. This will compel us to institute delay action on a more or less broad front according to the enemy dispositions. This will compel dispersion on our part, and consequent weakness against the concentrated 'punch' on one or other flank. We can delay a frontal attack up to a very late period and get away on our horses in such a country by concerted and reconnoitred lines of retreat with small difficulty and little danger, but a concentrated attack on a flank of our compulsorily dispersed force is a serious danger and might result not only in our being driven off our true line and failing to delay the enemy advance, but also in serious confusion and losses.

It is, therefore, desirable that we should have a stiffening of Infantry for such a column to act as a *point d'appui* or pivot of manœuvre and a rallying point against such a concentrated attack, and we have given the column one battalion of Infantry in lorries.

The delay action should commence as far forward as possible, therefore we should push out the whole Cavalry brigade fairly concentrated behind its reconnaissance and with long flank protection. There is no danger to Cavalry in such a movement if good protective reconnaissance is carried out, coupled with the news we shall get from our air reconnaissance.

The only point that wants careful attention is a well-thought-out series of collecting points for information both from the front and flanks. Everybody detached from the brigade should know at what hours, and at what places, they are likely to find the collecting station. If they do not find it they will know that it has retired to the next one.

As soon as we have come to grips with the enemy, a delay operation resembles that of a rear-guard, except that in the initial stages the delaying force is much farther from its main body than a rear-guard, and therefore, from support, and its flanks and rear are therefore more vulnerable to mounted troops or even to movements by Infantry in mechanical vehicles. The flanks, therefore, are the danger-points, while a temporary break of the centre is not so fatal as in a passive defence by less mobile troops, as, unless the enemy have a large force of mobile troops to exploit the gap, it will merely compel the retirement perhaps sooner than we had intended, but not produce a situation which is most difficult to restore, as would be the case if we were subjected to a strong concentrated flank attack. The column is strong in Artillery, mobile troops and machine guns, and therefore fulfils the requirements laid down in Field Service Regulations for a rearguard action. We have sent out a reconnaissance immediately, and much may be found out by the air in the morning, but it is not reliable, as it may fail at any moment owing to weather, poor visibility or accident, and would find out nothing in the dark.

We can hardly fail altogether with our reconnaissance, but we must get our information back in time to be of use to us; that is to say, we must know the roads the enemy are using in time to allow us to dispose our force suitably to meet them. Our reconnaissance must have some support. We might send out a lot of patrols; some would succeed, some would not. But in all cases they soon become weakened when they have many messages to send back. It is better to send a squadron, which should be in no danger, and is easily concealed. It

forms a reserve for patrols, a rallying-point for them, and a Field Post Office which will ensure our news getting back to us in time. Its leader can also duplicate patrols from whom no news is received. It is, however, not an easy job to work, as its success will depend on a previously mapped-out programme, which is known to all patrols and from which programme it may be driven by hostile action. Patrols should, therefore, be given a rough itinerary of the squadron, with probable points it will retire to, so that messengers, if they find no squadron at one, may know where to look for it. On no account give such information in writing. I have always adopted the plan of making small marks on patrol leaders' maps with a blue pencil, which they can give to their messengers.

Do not forget the importance of informing reconnoitring detachments not only of the intentions of the force from which they are detached, *but also its commander's appreciation of the likely moves the enemy will make.* This is most necessary, to enable reconnoitring detachments to judge of the relative importance of their discoveries. If the patrol leader finds out that the enemy are doing exactly what the commander thought they would do, at nearly the time he thought they would do it, he will not be in such a hurry to weaken himself by sending the messenger back. If, on the contrary, he grasps that the enemy are doing exactly as his commander thought they would not do, he may be excused if he even breaks off observation of the enemy and comes back with his whole patrol to ensure so important a piece of news being received in time to be acted on.

Light armoured cars are very useful for wide flank reconnaissance; they can cover great distances very rapidly, and by a wide sweeping movement tap from the flank the possible enemy lines of approach. I consider that it is wrong to employ them without protection at night; they cannot outpost themselves, and should be withdrawn at night, unless they are left so far out that there is no danger of encountering the

enemy. They move so rapidly that they can resume their *rôle* once it is light and afford all necessary warning.

The main requirements of safety in a delaying action consist in wide and persistent flank reconnaissance. Next to that comes the careful reconnoitring of rear positions and the best routes to them, and most careful measures for communication.

All retirements should be thought out and prepared for and reconnoitred, and the intentions and orders of the commanders disseminated in ample time, so that all may know the next move and what their neighbours on either hand will do at the same time, and there will be no confusion or crossing of routes in the retirement.

If these conditions are fulfilled, a delaying force can compel the enemy to halt and deploy for action frequently, and when their dispositions are nearly complete the delaying force can move off and repeat its action, each deployment by the enemy costing him much loss of time. The chief difficulty in such work is to judge the time when to retire, so that the maximum delay is caused without danger of the delaying force becoming pinned and difficult to disengage. Again, this depends partly on personal observation, if such is possible, by the Commander, but chiefly on good arrangements for communication between him and all parts of the force.

No one can say this is easy, but wireless will undoubtedly help us. It may be possible, in some cases, to time such retirements or rather to give a time-limit, beyond which troops will no longer put up resistance. This may be effected if the Commander is in a position to say that his task is fulfilled if he prevents the enemy from reaching a certain line by a certain time; but if the enemy obtains more success early in the day than is anticipated, or if every mile of ground is of great importance, it is difficult to time a retirement, and the order can only be given on the personal judgment of the fortunes of the day by the Commander.

It is usually best for the Commander to say, 'In the absence of orders to retire, as much resistance will be put up as is consistent with my direct instructions that you will not become so involved as to necessitate special measures to disengage you by the employment of reserves or of a counter-attack.' This will not, of course, preclude sharp local counter-attacks on enemy troops who, by incautious advance, expose themselves to receiving a lesson. The difference between delaying action and a formally held defensive position is that in a delaying action the greater part of the force should be in the fighting-line from the outset in order to make as great a display of force as possible, a proportionately small part being retained in reserve (F.S.R., sections 86 and 87).

Widely dispersed and boldly handled machine-gun sections are difficult to locate and impose great caution on the advancing enemy. Artillery must also be dispersed to a considerable extent, unless they can cover the whole front from one position, and, in the first instance, sited to bring fire on to roads by which the enemy are advancing, to compel him to deploy from column of route as far off as possible.

Although, as I have said, a considerable amount of dispersion is bound to be incurred in delay action, it would be most dangerous for us to disperse our Cavalry too much before we are quite sure that the enemy are not going to use their Cavalry concentrated against one or other of our flanks.

We must, therefore, in addition to persistent reconnaissance of the enemy flanks, hold our Cavalry as much concentrated as possible to begin with. This does not in the least mean that we shall by so doing fail to delay the enemy. Cavalry can delay the enemy by two means—either by directly blocking their advance, or by threats in mass against the flanks of advancing columns; and in the first instance I feel convinced that we shall have to employ the latter means, by which we shall not only check one or possibly both columns considerably, but we shall also force the enemy to disclose their intentions both

with regard to the use of their Infantry and, what is more important to us, the use of their Cavalry.

Cavalry in such an operation should never be content with passive delay action. Every leader should always have in the back of his head the retention of his mobility, which, if his own particular section of the fight is not much threatened, he can at once resume and take up offensive action against enemy troops who are pressing another portion of our line. Our policy should be 'waspish,' dashing in and stinging and getting away again. Infantry are always very much frightened of their flanks, and a sudden attack on a flank may often delay more than the occupation of a series of defensive positions.

Let us, therefore, give to the Infantry a more or less passive *rôle* of defence and successive retirements, and use our Cavalry according to the fortunes of the day, offensively whenever possible.

Do not, if you can help it, allow your Infantry to become closely engaged; they are most difficult to get away. Show them (and the very fact of showing them compels caution and a deployment on the part of the enemy), but get them away in time when they have fulfilled this part of their task.

As the attack develops, the Infantry and a proportion of the Artillery should retire to the next position, leaving to the remainder of the Artillery and a proportion of machine guns and mobile troops the task of covering their withdrawal, and preventing the enemy from advancing unopposed (F.S.R.).

As the attack is pressed more closely, the remainder of the artillery and machine guns should withdraw protected by mobile troops, the latter retiring at the latest moment covered by the long-range fire of the troops already retired.

It is not sufficient for the staff to reconnoitre the rearward bounds; at least one officer per unit should be sent to note the position of his unit when it retires. The staff must be careful that the routes do not converge. If possible, rearward bounds

should be sufficiently long to induce the enemy to reform column of route.

The last position before dusk is, perhaps, the most important and worth taking certain risks for. The enemy may hesitate to attack with darkness approaching, and delay at that hour may induce him to curtail his programme and await the next day. If your last position before dark is not the next one you intended to put up serious delay on, so much the better.

It is always better, if possible, to make your final retirement after dark. It prevents surprise at night or in the early morning, and gives time for detailed arrangements for the next day, which may be most difficult if we are subjected to an early morning attack, possibly in great strength, or on a part of our line which had an easy time the day before.

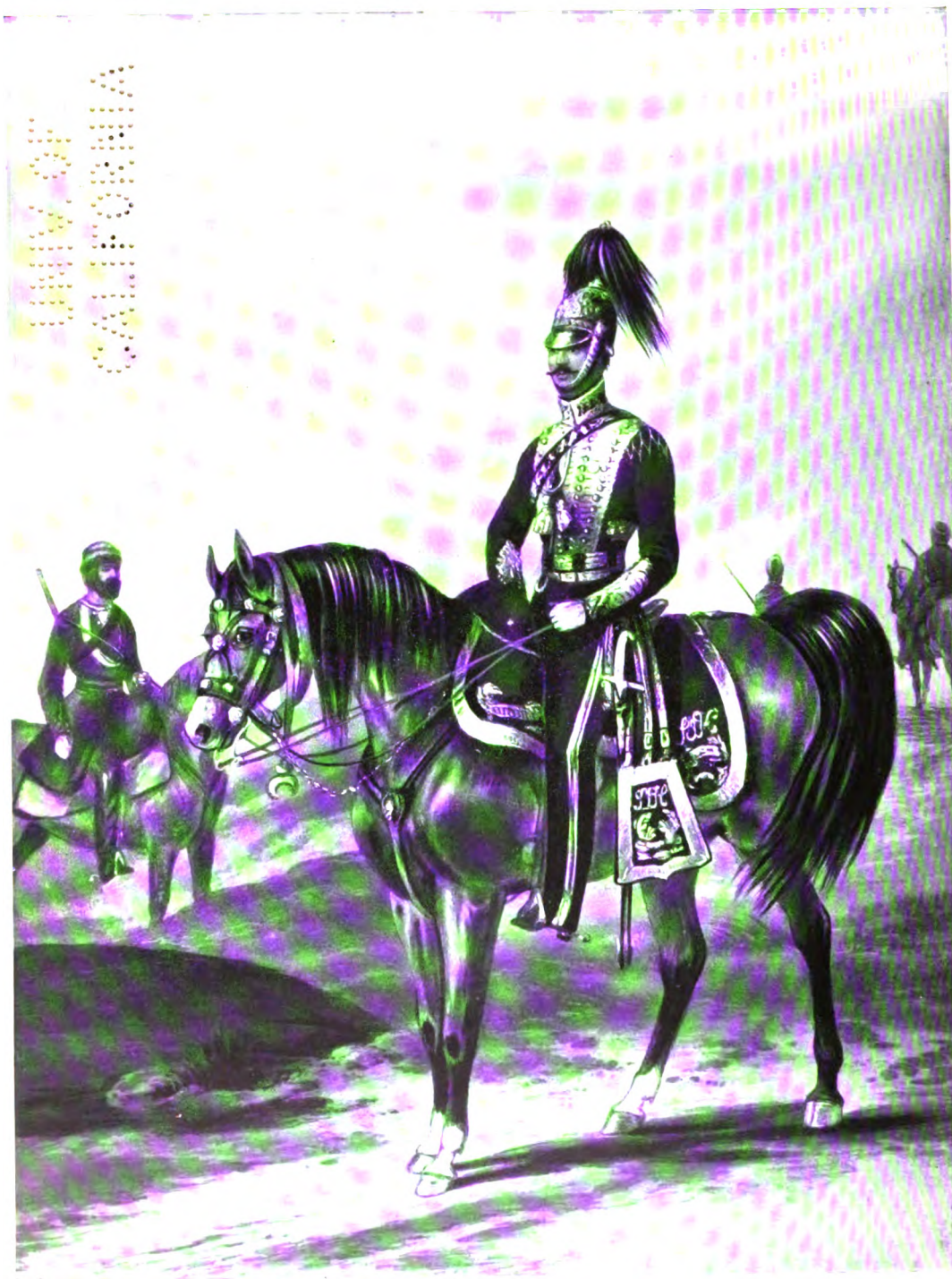
Having considered the above principles, we shall have to find out for certain, if we possibly can, whether the enemy Cavalry are dispersed or not, and until we do we must take the greatest precautions for both our flanks and have a considerable body of mobile troops located on each flank.

The Infantry should remain fairly concentrated on the most likely avenue of approach by the enemy. If we ask them to cover more than one road, such roads must be sufficiently close for the battalion commander to retain control over both.

Once the enemy's method of advance is ascertained, we must keep as small a number of troops in reserve as possible, each section employing its own local reserve only, unless it becomes certain that the enemy Cavalry are concentrated and are threatening one or other of our flanks.







SCINDE IRREGULAR HORSE, 1846.

Commanded by Major John Jacob.

THE PRINCE OF WALES'S OWN SCINDE HORSE

By LIEUT.-COLONEL E. B. MAUNSELL, *p.s.c.*

IN 1838 and 1839 the communications of our army in Kandahar with India *viâ* the Bolan and Sukkur were constantly harried by Baluch marauders.

It was accordingly decided to raise a special body of horse for service on the Scinde border. The nucleus was to be a detachment of the Poona Horse, then serving in Cutch. In August, 1838, the new Regiment, to be called the Scinde Irregular Horse, was embodied at Hyderabad.

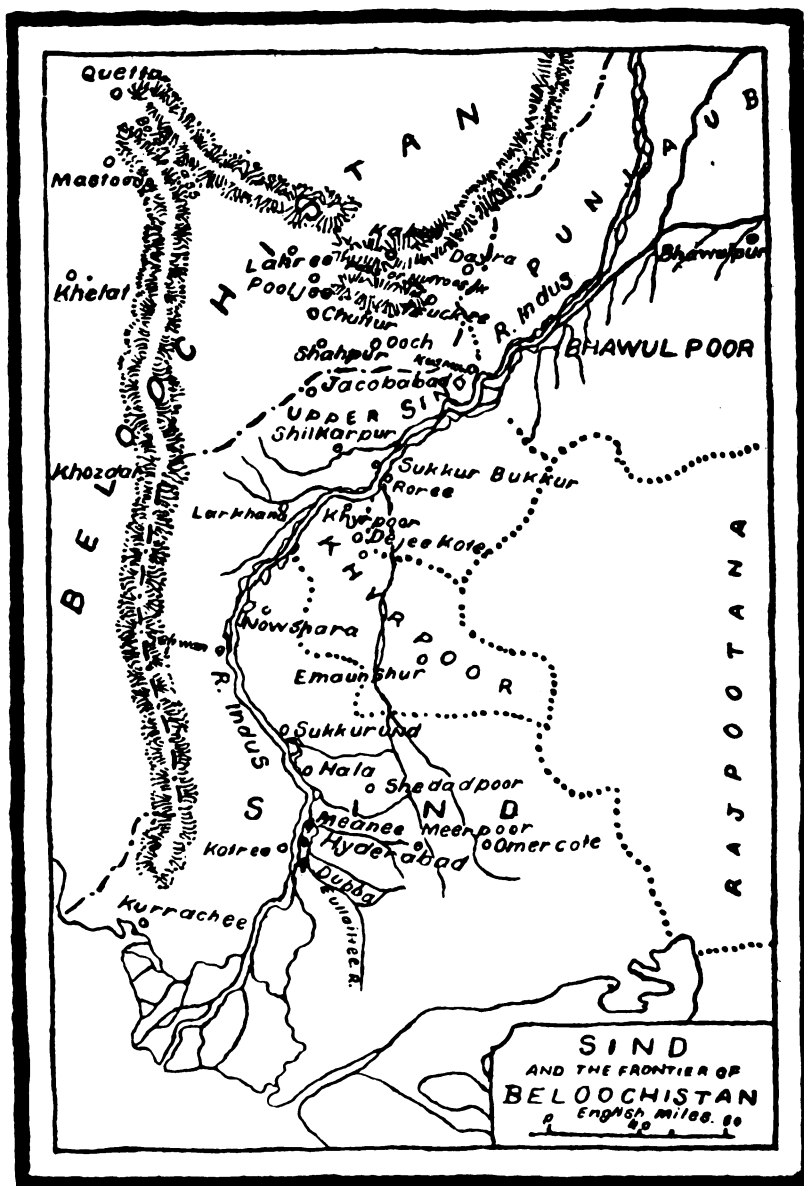
The Baluch, with whom this Regiment had to cope, are, as a race, akin to Arabs. Their manners and customs are very similar, but they are credited with a high sense of honour. The Baluch of the plains were, in the days of which we write, usually mounted on a particularly hardy breed of pony, and could cover enormous distances without water. They could, moreover, fight mounted with the sword. Their swordplay was, in addition, skilful, and John Jacob records having personally seen a case of a horse's skull cleft clean in two by a sword cut.

They were also armed with matchlocks, which outranged the Brown Bess of the period.

The Hill Baluch, the Murree, and hill Boogtis, being the clans with whom the Regiment was most concerned in its early days, were also mounted, but used their animals to transport themselves only.

All Baluch prefer to ride mares, which, they say, are hardier than stallions and have, in addition, the enormous advantage of not giving away their presence by neighing.

The country they live in is a wilderness, except in a few places where there is water. The hill country is of the usual



Indian Frontier type—bleak, bare and rugged, but with wider and longer valleys than is the case north of the Gomal.

Cavalry can, therefore, be employed more freely than further north.

The plain country is dead flat 'pat' soil, with indifferent water holes anything from 15 to 30 miles apart, and, in appearance, might well be Mesopotamia.

The climate in the plain and lower hill area between March and the end of October is one of intense heat, ranging up to 135 degrees in the shade, and without the relief of cool nights, as is the case in Mesopotamia.

The barrenness of the country and its abominable climate made service in Scinde intensely unpopular with the Army in general. The troops were badly housed and badly looked after.

That service in the Scinde Horse was popular is attributable to the able administration of John Jacob and to the constant active service. So popular was the Corps that the price of an 'assami' was frequently as high as Rs. 800. For the uninitiated it may be stated that an 'assami' meant the price of the horse and a share in the baggage animal the man was bound to maintain.

In November, 1838, an expedition under Major Billamore was decided on against the tribes bordering the eastern fringe of the Kutchee plain—that is, the flat desert between the mouth of the Bolan and Shikarpore.

The mounted troops at first consisted of local levies. These proved unreliable, and a detachment of the new Regiment, under Lieutenant Clarke, was brought up.

It at once becomes apparent that the new Corps was of very different stuff and the first exploit of the Regiment occurred as follows. Clarke had just arrived in bivouac after a long march under a broiling sun, when a report was brought that a band of Baluch had left the hills on a raid. Their strength was estimated at 300. Fortunately, a reliable guide was found. Starting at midnight, with eighty sabres, Clarke, at daybreak, found them in a cornfield.

The Baluch had barely time to mount when they were

charged and pursued for 3 miles up a stony river bed. Fifty raiders were cut down, the whole of the booty recovered, and several prisoners brought back.

Billamore entered the hills bordering the eastern Kutchee plain, and penetrated as far as Deyra and Kahun.

Two very successful actions with the Boogti tribe were fought. On the second occasion the enemy were defeated with great slaughter, the victory being principally owing to the conduct of Clarke and his detachment, who highly distinguished themselves, Clarke killing four of the enemy in personal encounter, hand to hand.

The Artillery, drawn by bullocks, was commanded by one Lieutenant John Jacob, an officer afterwards to be inseparably connected with the Scinde Horse. This officer made himself conspicuous by his extraordinary zeal as an explorer and by his capacity to get his guns over passes which Sir Charles Napier, in his campaign a few years later, thought practically impassable.

On Billamore's return to the plains the force was broken up, but it was shortly afterwards decided that Kahun should be reoccupied.

Accordingly, 300 men of the 5th Bombay Infantry were installed there, 50 of the Scinde Horse under Clarke accompanying them. Clarke was ordered to return with the Supply camels, together with 150 of the Infantry. Of the latter, 80 were to return to Kahun as soon as the pass of Nuffusk was crossed. These latter were attacked by the whole Murree tribe and destroyed to a man. The Murrees, flushed with success, followed up Clarke, found him halted at the bottom of the mountain of Surtoff, and fell on him in overwhelming numbers. Clarke sternly opposed them for several hours, when his ammunition ran out. The ground was such that horsemen were useless, and the detachment was overpowered by numbers. The gallant Clarke was killed, and only few escaped to the plains.



BALUCH CHIEF OF THE JEKRANI TRIBE IN THE BOLAN PASS, 1838.

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A relief force for Kahun was sent out, commanded by Clibborn. One hundred of the Scinde Horse under Malcolm formed part of it.

It was the end of August, and the heat was terrific.

The force reached the Nuffusk Pass, where it met strong opposition from some thousands of Murrees.

The troops fought their way to the top of the pass with great difficulty and succeeded in killing over 250 of the enemy and in repulsing their onslaught. On arrival there, however, they were too exhausted to follow up. No water could be found, and the troops became disorganised. A retirement was ordered, which was followed up by the Murrees.

Malcolm's detachment covered the move, together with some men of the Poona Horse. The force returned to the plains completely demoralised through thirst and heat, and the fact that any of the infantry got back at all is attributed to the steadiness and gallantry of the detachments of the Poona and Scinde Horse covering them.

The Regiment lost 70 men out of 100, and 85 horses, in this *débâcle*. One of the guns that was lost is now in the possession of the Regiment, having been recovered some ten years later.

Kahun was left to its fate and capitulated shortly after. The garrison was allowed to march out with the honours of war, drums beating, colours flying, and with its only gun.

The Murree Baluch behaved both chivalrously and kindly in this affair.

The Regiment had performed such good service that its strength was raised to 600 sabres.

In late 1841 the whole border was in a blaze, as the news of the destruction of our Army in Cabul and of our various reverses in Afghanistan was well known. John Jacob was placed in command of the Regiment, and in Political Charge of the Kutchee Frontier.

He instituted an aggressive policy of striking before the raiders could strike, and surprising them before they could surprise. The result was apparent almost at once.

Among the minor patrol episodes that occurred was that of Naik Munshi Ram, who, when he had only seven men with him, was attacked by forty raiders. He lost half his strength, but succeeded in getting his wounded and dead away. The fight put up by this small party had a great moral effect.

In October of 1842 England's Army crossed from the mouth of the Bolan. Since leaving Quetta it had been harried all down the pass. When, however, it entered the Kutchee plain, its troubles ceased, thanks to the influence of John Jacob and his Regiment.

Orders were received that Khanghur (now Jacobabad) was to be permanently garrisoned by the Scinde Irregular Horse.

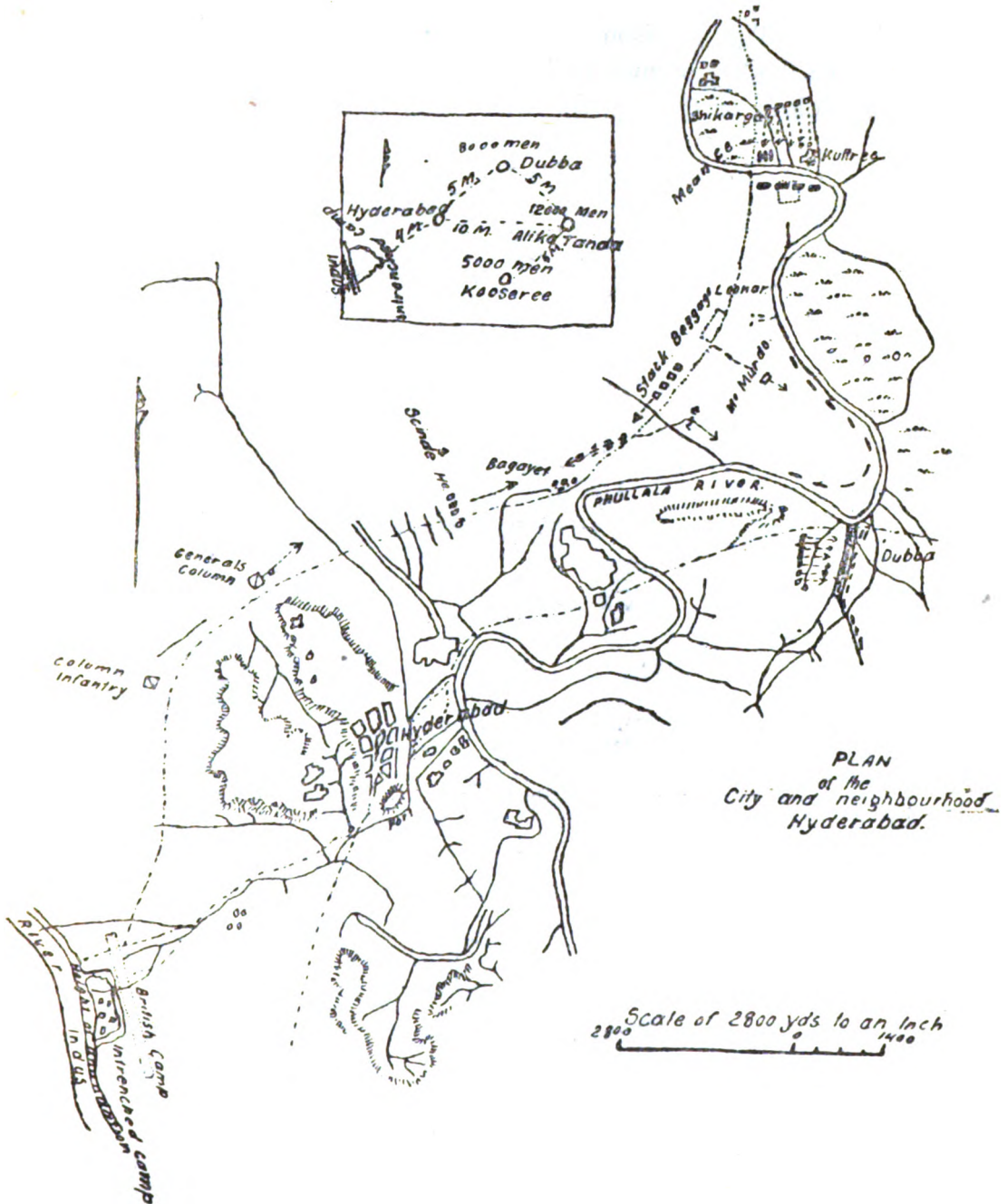
It was then a mere cluster of hovels, and now has 10,000 inhabitants.

At the end of November, 1842, the Regiment was ordered to Sukkur to form part of Sir Charles Napier's Army in its conquest of Scinde. Until that date it had never been together as a unit, and the men had never been regularly drilled and trained. The Indian officers were men, however, who had learnt their earlier soldiering in the Mahratta wars and were not novices. The constant petty skirmishes and hard life led on the Kutchee desert made the unit a tough one, as the subsequent campaign proved.

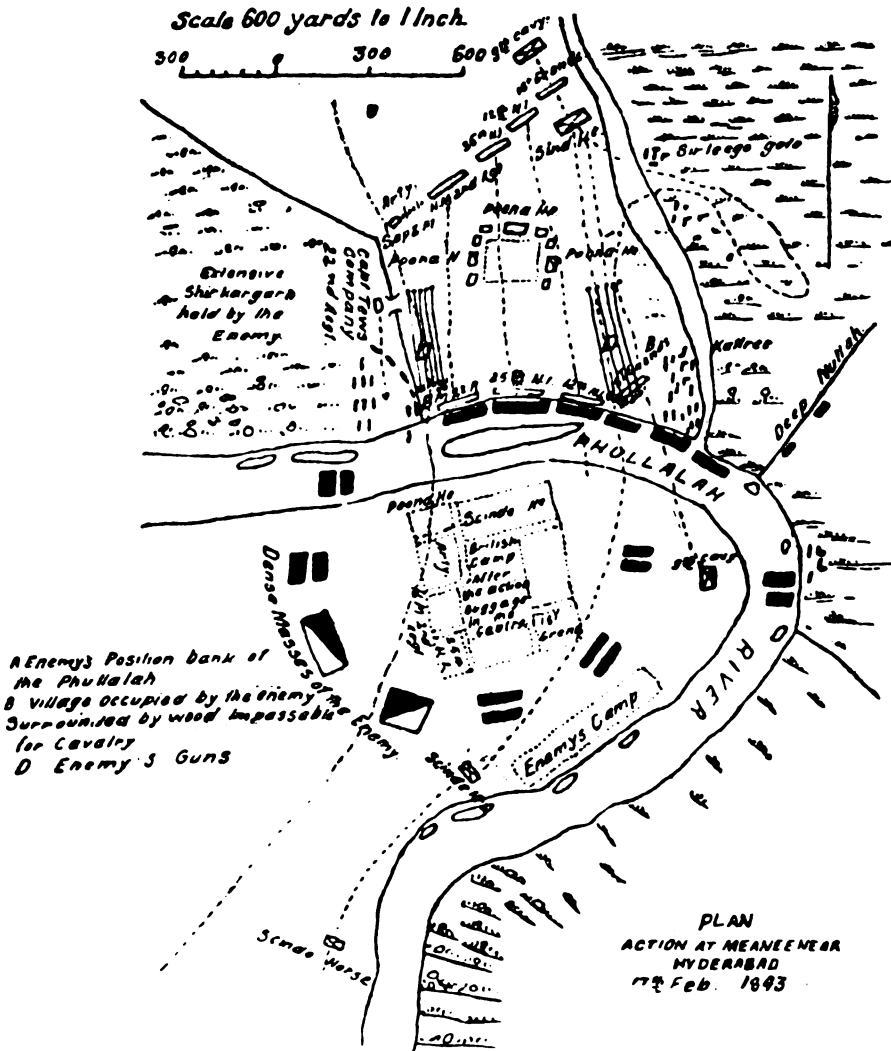
An escort of the Regiment had accompanied Sir Charles Napier previously in his interview with the Mirs of Scinde at Hyderabad. He describes the troopers as 'wild, picturesque fellows, very like stage banditti.' That, however, was before Jacob put them into uniform.

Napier had resolved to seize Emaun Ghur, a desert fortress some 80 miles south of Sukkur.

All that could be learnt of it at the time was that it lay



six marches or so off, that water was scarce, and the country a desert. The garrison was reported as 2,000 men, with numerous bodies of mounted men in the neighbourhood who might poison or destroy the wells. As it was obviously out



of the question to move the whole Army there, Napier arranged to take 200 of the Scinde Horse and 350 of the 22nd Foot. The latter were mounted on camels.

The General pushed forward, finding the water even more scarce than had been expected. In consequence, 150 of the Horse were sent back; the remainder, under Jacob, carrying out the reconnaissance for Napier. The fortress was found abandoned and was duly destroyed.

Jacob's energy and the general enterprise shown by the men of the Scinde Horse on this expedition greatly impressed Sir Charles.

The Army slowly advanced towards Hyderabad, mustering about 3,000 fighting men all told, but hampered by some 20,000 followers and an indifferent transport.

The desert flank was guarded by the Regiment, the right flank by the Indus.

On February 17 the Army advanced towards Meeanee. Firing was heard to the left front of the column, and Jacob was sent forward to discover and watch the enemy. Jacob soon found the Baluch Army drawn up in a strong position in the bed of the Fullaillee nullah, protected by the banks, with a dense jungle on their left and the village of Kotree on their right. The hostile Artillery opened on the Regiment, which drew up in line 500 yards in front of the position—a very trying situation, as may be imagined, for a newly-raised irregular corps. The battle began in earnest about an hour and a half later.

Napier had but 2,000 men, a large camp guard having been left. The enemy was estimated at 18,000.

He attacked, and a desperate battle followed.

The fight had lasted three hours, and by then Napier's reserves consisted solely of the Cavalry. Napier saw his attack held up in the centre and on his right, but considered a charge on his left likely to bring about a decision.

Orders were sent to the Bengal Light Cavalry and to the Scinde Horse to charge the hostile right. The two Regiments advanced with great dash over ground so broken that over fifty horses of the Scinde Horse came down. The Regiment

moved on the hostile camp, which was duly captured, large numbers of Baluch being cut down.

The charge decided the action, and the enemy opposing the Infantry fell back. The pursuit was carried out by the Scinde Horse and Bengal Cavalry for 8 miles.

In this battle the Regiment captured the enemy's principal standard, which was dark green with Mir Nuseer Khan's name on it.

The Army moved on Hyderabad, halting at the Residency, 4 miles out.

The Mirs were panic-stricken, and hastened to make their submission.

Despite this, the country teemed with armed men, sullen and willing to fight again.

Ten thousand fresh warriors had joined since the battle, but, finding the Mirs too cowardly to move, they went off in disgust to join the forces collected under one Sher Mohamed, a few miles out.

By now the hot weather was beginning, and the Army sick rate increasing by leaps and bounds.

Napier had, moreover, to find a garrison for Hyderabad Fort. He considered it advisable to await reinforcements and formed an entrenched camp, but in order to maintain the *morale* of his troops made them camp in the open beyond.

Sher Mohamed was reputed to have under him some 25,000 men, within 10 miles of Hyderabad.

The delay had heartened him, and the malcontents of the country thought the British had shot their bolt.

On March 24, however, reinforcements having arrived two days before, the Army moved out, 5,000 strong, the Scinde Horse in advance. The route was through very close country. The enemy was found in position at Dubba, 8 miles from Hyderabad. He was strongly posted, the position having been cleverly prepared by an African ex-slave, and Jacob had great difficulty in locating the enemy.

The battle, known as the Battle of Hyderabad, began at 9 o'clock. Napier was extremely sensitive regarding his right flank, where the country was very close. He accordingly posted the Scinde Horse and the 3rd Bombay Cavalry there to protect him.

The attack began, Napier being with the 22nd Foot on the extreme left. Suddenly a horseman galloped up from the right and reported that the Cavalry were charging.

Napier was at first greatly annoyed, thinking his flank was in danger, but no hostile move came from the jungle on his right. The Cavalry came into view in wild career in the hostile left rear. He at once ordered the Infantry to charge and, after a brisk combat, the victory was won.

What had happened was that Stack, commanding the two Cavalry Regiments on the right, had seen the enemy moving off to reinforce their right to meet the Infantry attack. Thinking they were in retreat, he ordered the charge.

The enemy was pursued for several miles, large numbers being cut down. The Scinde Horse had nearly succeeded in capturing Sher Mohamed, that Chief's elephant being within view, when the pursuit was called off by the Senior Cavalry Officer on the spot, presumably on the grounds that the troops were too much dispersed. This error enabled Sher Mohamed to get away and so prolonged the campaign.

Napier quickly reorganised his Army, and two days later started in pursuit, moving on Meerpore. The temperature had stood at 110 on the day of the battle, and it was daily getting hotter.

Sher Mohamed fled to his desert fortress of Omercote, whither the army could not follow him owing to water difficulties. A detachment of the Scinde Horse and 25th Bombay Infantry was, however, pushed ahead and, ten days after the battle, having marched 100 miles through the desert, Omercote surrendered to it.

Sher Mohamed, nevertheless, succeeded in getting away.

To Jacob and his regiment was assigned the duty of hunting him down.

Arrangements were made for his pursuit by converging columns, but the combination broke down and Jacob was left to his own resources.

The heat by now was intense.

Sher Mohamed had made up his mind to fight and selected Jacob's detachment as being the weakest. An encounter took place on June 14 at the small village of Shahdadpore, but the enemy, although estimated at 4,000, had lost his nerve and, on the Scinde Horse moving out to attack him, broke and fled in every direction.

This action crowned the conquest.

It was on this day that Sir Charles Napier, pushing forward to the sound of the cannon, was struck down by the heat, and only after copious bleeding pulled round. The general attributed his recovery to the arrival of the news of victory.

(To be continued.)



THE EDITOR OF 'THE CAVALRY JOURNAL' OFFERS A PRIZE
FOR THE BEST SOLUTION OF THE FOLLOWING PROBLEM.

Solutions to reach the Cavalry Journal Office not later
than December 1st.

PROBLEM No. XV

(Open to all ranks below that of Captain.)

IN the beginning of August, 1914, the Tenth Army Corps of the German Army was investing the fortress of Liège. The Belgian garrison were putting up a stout resistance, and causing heavy casualties to the investing troops. Meanwhile the general mission of the German Cavalry in this area had been to reconnoitre towards the line Antwerp-Brussels-Charleroi, to establish the whereabouts of the Belgian Field Army and the possible appearance of French and English forces.

The Belgian Field Army was operating to the north-west of Liège and was based upon Antwerp. The bridges over the Meuse had been destroyed by the Belgians, and, owing to delay in the arrival of bridging material, the German Cavalry who had been operating north of Liège had made little progress.

However, on August 8, the 2nd and 4th Cavalry Divisions succeeded in crossing the Meuse, though their trains had to be left behind owing to the inadequacy of the bridges.

On August 9 the 2nd Cavalry Division had reached Tongres and had orders to move forward *via* St. Trond to Tirlemont. Owing, however, to lack of supplies this advance was delayed and reconnaissance had to be left, in the first instance, to small detachments which could subsist on the country.

Belgian detachments were known to be active in the country west of Tongres and it was impossible for small

patrols to move along the roads, as they were constantly ambushed and held up at barricades, especially along the main roads, by cavalry, cyclists and local guards.

The country generally was undulating and highly cultivated, the high ground open, but low ground and neighbourhood of villages enclosed.

There were numerous roads and the country was densely inhabited and covered with buildings.

The inhabitants were intensely hostile and likely to give any assistance in their power to the enemy.

At noon on August 9 the 2nd Squadron of the 3rd Uhlans was detailed for reconnaissance duty. The squadron leader, who was then at Tongres with his squadron, received instructions from the 2nd Cavalry Division to proceed to the area south and west of Tirlemont and there report upon the disposition of enemy forces. A wireless set was allotted to the Squadron. The Squadron leader was warned to move south of the Tongres-Tirlemont main road, as this was known to be strongly held. He was further told that the Division would be moving forward the next day towards Tirlemont along the main road. In other respects he had a free hand in carrying out his task.

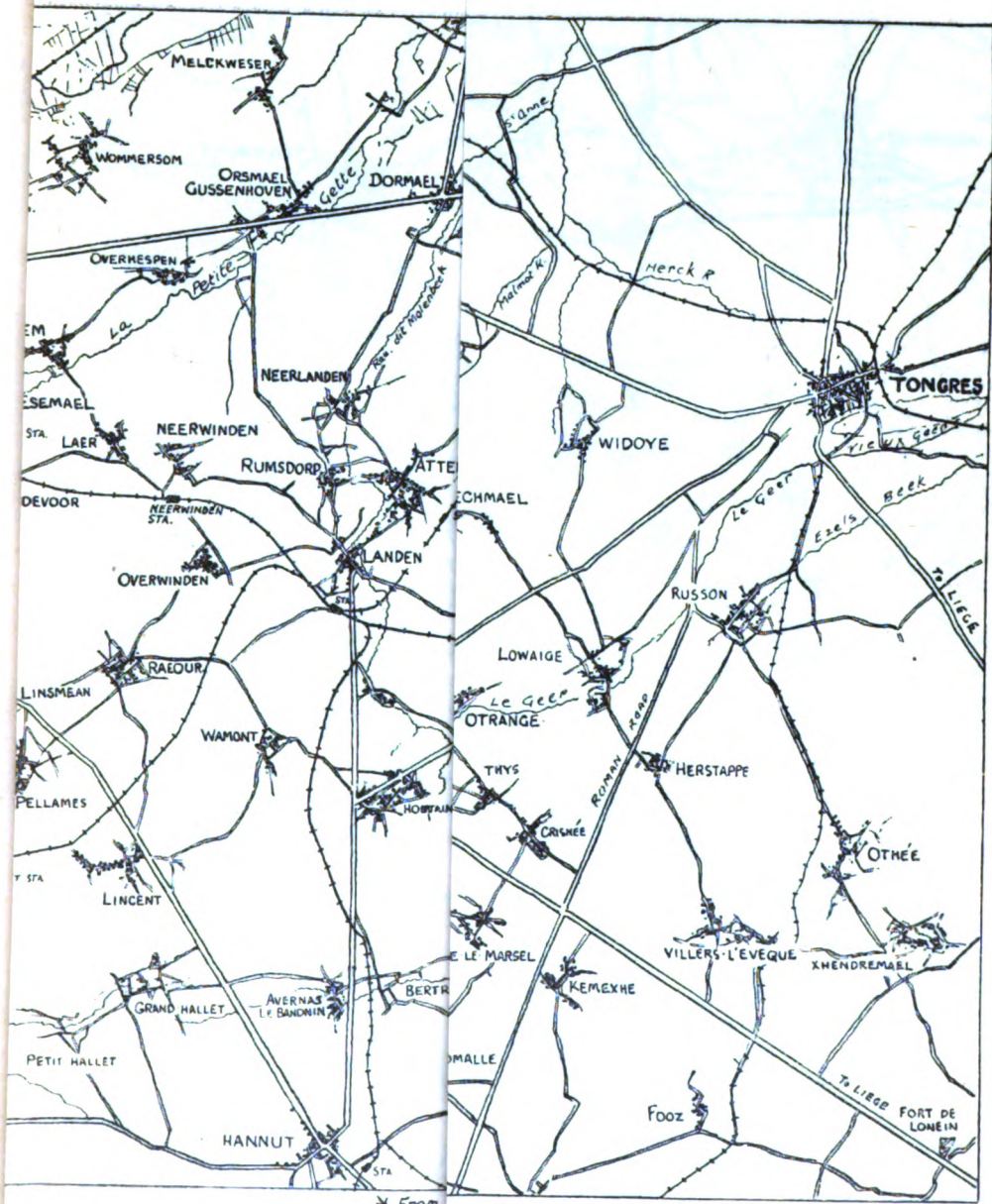
Problem I.

Before moving off the Squadron leader assembled his troop leaders and told them what he was going to do.

Put yourself in his place and assume for the purposes of this problem that his Squadron was organized like one of ours.

Give a summary of what you would have told your troop leaders before starting, and outline your plan of campaign.

On the evening of August 9, patrols reported that St. Trond



was strongly held and the Squadron spent the night in an isolated farm about 2 miles south of that town, near the St. Trond-Kerckom road.

On moving forward the next morning the Squadron had several brushes with hostile patrols, which, however, did not stop to fight. The Squadron continued in the general direction of Tirlemont.

On approaching the Tirlemont-Huy road from the east, advanced scouts reported Belgian infantry entrenched across that road at about the third kilometre stone. Shortly afterwards numerous cyclist detachments were seen moving up the road towards Tirlemont, and a motor-car carrying a Belgian General in the same direction passed within 100 yards of your Squadron.

Problem II.

If you had been commanding the Squadron, what action would you have taken?

The accompanying map refers to the above operations and may be attached to your solution, if desired, to illustrate your answers.

In this map a number of minor roads have been omitted. The country south of Tirlemont is, however, shown in detail.



A DAYLIGHT BOMBING RAID

By WING-COMMANDER L. A. PATTINSON, D.S.O., M.C., D.F.C.,
Royal Air Force.

It was a pleasant evening in September, 1918. No. 1000 Squadron, Royal Air Force, had been for three months comfortably installed in an excellent aerodrome, shared with two other day-bombing Squadrons. The necessary routine for the daily work of sending out formations had been worked out to the last detail, and after four months in France I felt that I knew the enemy's habits thoroughly and could anticipate what our formations would do under almost any circumstances.

I had just finished my after-dinner pipe, when Bruce, my Flight Commander, came in and told me the arrangements for the next day, which had just been settled at the usual C.O.'s conference.

'Big show to-morrow. A. and B. Flights are for Mannheim with No. 1001 Squadron. The Major's going to lead the combined show with A. The formations will be the best we can produce, and Knight, Wilson and Blake will replace the new pilots in A. and B. Leave the ground at 6.15 if the weather is O.K. The list is up on the notice board.' I hurried out to look at the orders and found that I was detailed for my usual position as Deputy Leader of B. Flight's formation.

I cannot say that I felt highly elated. The previous experiences of D.H.9 formations on long-distance raids had not been encouraging, involving heavy casualties. The superior speed and climb of the German fighters had enabled them to attack us in superior numbers, and from a favourable position, long before the Lines could be regained. However, I reflected

that with good combination and with luck in the all-important matter of engine reliability, we should have many more machines together, than had previously crossed the Lines on a long raid.

The thought that twenty-eight machines would leave the ground, including four as stand-bys to replace any which might drop out of formation before gaining full bombing height, cheered me up considerably. It was an additional comfort that our target possessed almost every advantage from a bomber's point of view. It was easily recognizable, of great importance, and large enough to offer every prospect of a good proportion of direct hits from our usual height of ten to fourteen thousand feet.

I went to my hut to turn in and, switching on the light, discovered a visitor. A small black kitten lay peacefully asleep on the foot of my bed. Although not given to taking account of omens, I could not avoid the feeling that, if there were anything in the traditional luck of the black cat, it should be mine for the morrow. Our camp had been comparatively free from the usual large number of pets, and I had not noticed previously a black cat or kitten about the aerodrome.

* * * *

‘Five fifteen, Sir. Raid ordered for seven o’clock.’ The voice of the sentry woke me from my untroubled sleep. I got up by slow degrees, shaved and washed in cold water, and called out the details for the day’s operation to my observer, Fowler, who had returned late overnight after a luxurious dinner in the local town. By a quarter to six I had settled down to my bacon and eggs in the sleepy company of pilots and observers, who were to be my companions on the raid.

After a good breakfast and a ten minute walk across the aerodrome, with early morning freshness in the air and the last of the mist still lying in the valley, maps were finally arranged and flying clothes put on.

I climbed into my machine at exactly 6.15, the time detailed for the running of engines and the final testing and inspection of guns and ammunition. My engine gave its normal revolutions on full throttle, with the slight constitutional unevenness, which had caused me much speculation and anxiety before it had successfully completed its first few raids.

It was 6.35 before the last sluggish engine had been tested and all pilots and observers had reported to the Major for the final 'pow-wow,' which was an invariable preliminary to leaving the ground. In the meantime the armourers were busy with the bombs and bomb gear. The release mechanism had to be tested; the safety pins to be removed from fuzes and the small wind vanes which, unscrewing from the end of the striker, finally prepare the bomb for explosion on impact, to be inspected for freedom of movement. The Major's words were few and to the point :

'1001's formations will take off just before us. I have arranged with them to circle left-handed till they get into position. B. Flight will fly slightly below and to the left of A.

'In order to cross the Lines as soon as possible and to give bad climbers every chance of keeping in place, I have arranged to cross at 10,000 instead of trying to get maximum height. I consider it more important to cross with big numbers than to have extra height on this long raid.

'You all know the target. This is the most important show we have tried, and I am determined to get there, whatever happens. It is pretty certain we shall have to fight and we may meet very big formations. If we find that things are going badly when we are a long way over the Lines, I propose that we should put our noses down and sacrifice height on the return journey. If necessary, we could come home along the Vosges, just over the tops of the trees. I don't believe the Germans, low down, are so much faster than the D.H.9's, as they are high up; and if we flew low enough they

would only be able to attack from above and could not come up under our tails.'

As I got back into my seat after putting on the last items of flying kit, the first of 1001's machines moved slowly out on to the aerodrome to take up its position for getting off. Five minutes later I was clear of the ground and feeling the thrill of the rush into the air in formation. This almost simultaneous take-off was one of the special points in our squadron arrangements, designed to save some of the time always spent gathering the machines together in the air.

Looking up between my top plane and engine, I could see my leader with his two flank machines in attendance, and I knew that, close behind, Preedy on my right would be well under way and Lucas on my left already moving off, with the two reserve machines ready to follow up.

By the time we had reached 6,000 feet the formations had assumed their order and were beginning to close up. 1001 were well above us, but somewhat scattered and circling wide of the rendezvous. My engine was running excellently, and we kept our position with plenty of power in hand.

We reached 9,000, still climbing quickly, and then came the difficult process of working into really close formation. The leader began to cut down the radius of his turns, and Bruce gradually drew up into position by cutting across on the inside of the circle. Our speed and rate of climb dropped considerably, so as to allow the rear machines to close up to the leaders, and it became difficult to maintain a good climbing speed without overshooting. I was soon within fifty yards of my leader's tail. The tiring process of keeping in place now began. Constant work with the throttle and elevator controls was necessary to hold my position, below the leader's slipstream, but high enough to keep my top planes from cutting off my view of his flank machines.

An aeroplane formation is not unlike a long column of troops with bad march discipline. The leaders set a com-

fortable pace and are free from dust, which in the flying formation is represented by the wash or slip-stream of those in front; but the unfortunates behind alternately hurry or mark time in the attempt to maintain correct intervals.

At 9,500 our squadron's order of flight had been gained, with the two groups of six in compact bodies and not more than eighty yards apart. Our two emergency machines still flew disconsolately above, like vultures waiting for some member of the formation to drop from exhaustion.

1001 were still very wide and showed no sign of joining us. I cursed them heartily for delaying the start and wasting the precious minutes which would have put us some distance on our way before the Germans could gain sufficient height to attack. Five minutes went by in useless circling over the aerodrome, and still 1001 continued to climb to well above 10,000 feet, at which height it had been arranged that we should cross the Lines.

In another minute the Major turned on to a steady north-easterly course in the direction of our point of crossing, where the trenches bent southwards along the high ground. 1001 to our right front had, with their extra height to give them speed, plenty of time in which to close before we could reach the Lines, but still showed no desire to do so. In ten minutes we were over the dark mass of the wooded Vosges, with the squadrons separated by more than a thousand yards.

The Major had apparently decided that nothing short of the enemy's appearance would force the laggards to close up, and so continued his course across the Lines. Our crossing was soon signalled by the first cracks of bursting 'Archies,' which, however, were not sufficiently close to demand any changes of course.

Although I had never achieved the contempt for 'Archie' which was professed by some pilots, I could smile at the efforts of the local guardians of the front line, after having flown over their brethren of Ypres and the Somme. Lack of

practice at machines doing routine duties near the trenches prevented the anti-aircraft gunner from developing his skill in quiet sectors. In the Vosges area, with its rare targets, it may be assumed that the Germans did not put their best guns and gunners.

Now began that unpleasant sensation of being over a very terrible 'Tom Tiddler's ground,' the descent to which ended all for the unlucky pilot or observer. Experience had not removed that dread of the unknown, which I associated with the stages of flying into 'Germany': (1) crossing the Lines; (2) reaching the point at which complete engine failure would make return impossible, and finally (3) passing the Line beyond which the disabled would have no reasonable chance of regaining safety.

The demands of the moment, however, left little time for morbid reflection. Keeping in position; watching that the other machines did not stray or drop behind; following the course on my map; glancing occasionally at the various instruments; and searching the sky for the first appearance of the enemy—all these activities kept me fully occupied. After twenty minutes of watching and waiting, the first fighters made their appearance in the form of half a dozen dark specks to our left rear. Several of these approached 1001's formations, and two of them gradually closed with us.

When still at long range, which I judged to be 350 to 400 yards, the enemy attacked with long bursts of fire, faintly heard above the noises of the engine. Fowler, who had been waiting, gun in hand, for some minutes, now opened deliberate fire. Knowing that neither side was likely to obtain a decisive hit at such a range, I suspected that my observer was using up our limited stock of ammunition to relieve his nerves by the sound of his own gun. I therefore signed to him to cease fire, in the hope that the enemy would approach to a range at which our hand-held Lewis guns would be more equal to their firmly fixed machine guns. The German pilots, however,

preferred to trust their luck for a hit, rather than force a decision, and maintained that harassing fire which was the bane of the bomber, who had neither the weapon nor the ammunition supply for adequate response. After what seemed a long period of suspense, filled with the crackle of the enemy's guns, I noticed that Wilson, on my left, was dropping below the formation. A few seconds later his machine glided steadily down and eventually disappeared. The attackers swooped down in the wake of the D.H.9, and one of our best pilots and his observer had gone to an unknown fate.

No more of the enemy could be seen, and 1001's formations were at last rapidly closing into position. My satisfaction at their approach was, however, reduced by the fact that they had only four machines in each formation instead of the normal six.

Our course still lay over the line of the Vosges, with the Rhine valley in the distance on our right, marked by the lingering mist. We passed our former targets at Hagenau and Landau and the large training aerodrome at Speyerdorf without further opposition. After nearly an hour's flying over enemy territory we were at last near the goal of the D.H.9's pilot's ambition.

The Major led the formations to the west of the objective, so as to obtain the maximum depth of target for 'overs' and 'shorts.'

As we commenced the final change of course preparatory to bombing, I searched the sky carefully for hostile machines. There, sure enough, over the target could be seen the occasional flash of planes in the sun.

It was soon possible to distinguish fifteen or more scouts at about 12,000 feet, waiting to attack at the favourable moment, when the formations would be occupied with dropping their bombs.

To pass on a fixed course directly under that strong group of waiting enemies was to give them every advantage for which

the fighting pilot could ask; but there was no alternative if we were to carry out our mission with any hope of success.

Looking forward and down I was unable to distinguish the target, which was covered by a thick blanket of mist and smoke. I was not sorry to think that the difficult job of using a bomb sight, with the distraction of severe fighting in progress, devolved on the leaders of the formations. Mine was the simpler *rôle* of keeping in place and dropping my bombs with the rest.

With perhaps a mile more to fly before reaching the target, the speed of the front machines began to fall rapidly, and finally became uncomfortably low.

Individuals and formations drew ever closer together, and it was apparent that the leader had determined that there should be no stragglers to become victims to the swooping enemy. Concentration of fire was to make its full weight felt.

Now began the anxious seconds of waiting for the signal to release our bombs and turn for home.

The enemies' noses came down and a well-combined attack commenced, to the accompaniment of a storm of machine-gun fire. In a few seconds the cheery rattle of our twin Lewis guns made fitting reply.

I had barely time to see two of the enemy diving straight for our machine, with the fine threads of smoke from their tracer bullets all round us, before it was necessary to force my eyes away from the enemy to watch for the bombing signal. Would it never come?

The strain of watching had become almost unbearable, when a white light soared up and back from the Major's machine and was repeated after a few seconds by my own leader. My hand was on the release handle, and, within a second of seeing Bruce's first bomb leave the rack, my own 230-pounder was on its way.

I looked up and behind to see the progress of the fight. Our particular enemies had completed their attack; but

1001's formations, on whom the greater weight of the blow had fallen, were still busily engaged. One of the enemy, who had kept up his fire to within very short range and apparently left himself insufficient distance in which to turn away, was engaged in the dangerous feat of diving through one of the D.H.9 formations. Several more were still firing.

Immediately below the formations, the air seemed full of dropping bombs and German fighters. Below these again was the wreckage of the fight; several German and one British machine going down steeply under various degrees of control. One glance at the target showed the dense white puffs of smoke from bombs, like deformed mushrooms growing in the mist of the Rhine valley.

The formation flyer has little time to spare for taking a general interest in his surroundings, and a careful watch for the leader's next move was essential to the maintenance of our position.

The last machine of the rear formation had barely cleared the target when A. Flight made a turn of ninety degrees to the right and Bruce swung round after them. So quickly was the turn made that the flank machines became temporarily displaced. Those on the outside of the turn fell back and the pilots with inside positions turned away from their formations and back again, in order to avoid either overshooting their leaders or losing flying speed in the attempt to hold back.

I was mentally cursing the apparent lack of judgment displayed in making a sharp turn at such a time, when I became aware of the justification for it. Our new direction took us straight towards a group of half a dozen of the enemy, who were gathering together to renew the attack. As our leading formation straightened up, the nearest scout was not more than 350 yards in front of the Major's machine.

I could not see whether any of A. Flight's pilots actually opened fire. They must certainly have been on the point of doing so, when the sight of the massed bombers closing to the

attack was too much for the nerves of the Germans, who scattered in all directions.

In a few minutes the air was clear of the enemy; with the exception of a few scattered fighters, gathering like jackals in the hope of picking off a straggler.

The D.H.9s were well closed up, with the exception of one machine of 1001 squadron, which was gradually dropping below and behind.

Our squadron had come through the fight without further loss or any sign of engine weakness. The speed now gradually increased until my air-speed indicator registered 85, and from 10,500 we gradually lost height. For twenty minutes we flew steadily on. The lame duck steadily sank below the formations, but no attack was made by two of the enemy who hung on far behind.

Three single seaters were then sighted above and to our front. After waiting till the observers of the leading machines opened fire over the top planes, they swung past our right flank and prepared to attack from behind.

The time for gaining ground at the expense of close formation flying had passed and our speed was immediately reduced by ten miles an hour. The straggler shot forward until he was in front of his own squadron and directly below Bruce.

The Major was now flying with his nose well down and engine throttled back; and, before the enemy could close, our weakling was under cover of close range fire from the four formations.

A half-hearted attack was delivered from long range; but the observers in the rear machines, relieved from the necessity of husbanding their ammunition, indulged in a perfect orgy of shooting, which drove the enemy away.

During the remainder of our long journey, speed was alternately increased and slackened in proportion to the imminence of attack, but there was no further serious interference, although a formation of five was sighted. We

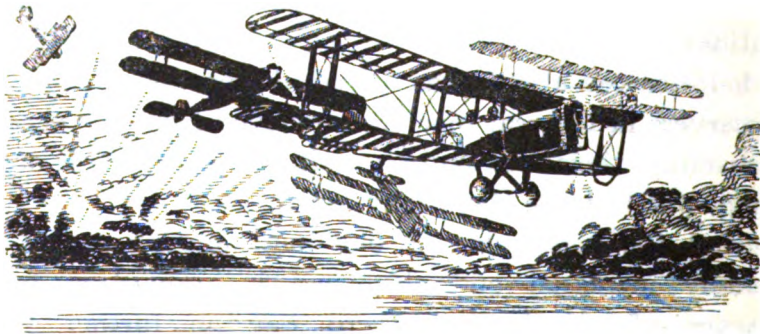
continued to lose height in order to shield the straggler, and were down to 8,000 feet before the Lines could be distinguished.

During the last few minutes before reaching safety the tension greatly increased. Would some unlucky hit by ' Archie ' rob us of our full success? The first shells came up when we still appeared to have a long way to go. Several burst unpleasantly close, and the shooting seemed to be of a different class to that of the outward journey. Perhaps this was accounted for by the difference in height between 10,000 and 7,500; or, possibly, the only change was in my own nerves.

The slow and orderly progress through the shell area was becoming almost unbearable, when, as if in answer to my thoughts, the leader's nose went down and A. Flight's formation opened out. The strain of flying in close formation was removed, and we knew that we could indulge in the dash across the Lines, for which many of us were longing.

Fifteen minutes later I was gliding steadily down to the aerodrome, waiting for my turn to land; and in another three my wheels touched the ground.

The final satisfaction came when, after stepping stiffly to the ground, I could tell Green and Allen, my fitter and rigger, that the machine had never flown better.



‘MILITARIE INSTRUCTIONS FOR THE CAVALLRIE’

Compiled by **LIEUT.-COLONEL F. H. D. C. WHITMORE,**
C.M.G., D.S.O., T.D.

THE previous number contained essays written by Captain John Cruso, which were published in the year 1644. These essays have dealt, so far, with the personnel and of soldiers in general, also of the arming of the Cavalry generally.

Instruction is continued with Chapters XXVII., XXVIII., XXIX., XXX., XXXI., and XXXII., which are herewith reproduced, together with an illustration which accompanies the chapter dealing with the lance.

CHAP. XXVII.

Of Exercising in particular.

Of managing of the horse and arms.

THE Cavallrie being to be exercised, must be instructed how to manage their horse and their arms.

Concerning the horse (presupposing him to be of sufficient stature and strength, nimble of joynts, and sure of foot, &c.) he must (of necessitie) be made fit for service, so as you may have him ready at command to pace, trot, gallop, or run in full career; also to advance, stop, retire, and turn readily to either hand, and all with alacritie and obedience. Now, to bring him to this readie turning, he is to be ridden the ring, and figure 8, first in a great compasse, and so in a lesse by degrees, first upon his pace, then on the trot, and so to the gallop and career. These things he may be taught by using the hand, leg, and voice. For the hand (observing not to move the arm, but onely the wrist) if you would have him to face to the left, a little motion of the little finger on that rein, and a touch of the left leg (without using the spurre) doth it: if to face (or turn) to the left about, a harder, &c. If you would have him to trot,

you are to move both your legs a little forward; for the gallop, to move them more forward; and for the career to yerk them most forward, and to move the bodie a little forward with it. After every motion performed, it were good to keep him a while in that motion, as when you bid him stand, to stand a while, &c. Also it were not amisse, after every thing well done, to give him some bread or grasse as a reward. For the voice, you may use the words, Advance, hold, turn, or the like; but because the voice cannot alwayes be heard, it were good to use him chiefly to the motions of the hand and leg. It will also be very usefull to teach him to go sideways: this he may be brought unto by laying his provender somewhat farre from him in the manger, and keeping him from turning his head towards it. He must also be used to the smell of gunpowder, the sight of fire and armour, and the hearing of shot, drummes and trumpets, &c. but by degrees and with discretion. When he is at his oats (a good distance from him) a little powder may be fired, and so nearer to him by degrees. So may a pistoll be fired some distance off, and so nearer: in like manner a drum or trumpet may be used. The groom may sometime dresse him in armour, and he may be used (now and then) to eat his oats from the drum head. It will be very usefull sometime to cause a musketier to stand at a convenient distance, and both of you to give fire upon each other, and thereupon to ride up close to him: also to ride him against a compleat armour, so set upon a stake, that he may overthrow it, and trample it under his feet: that so (and by such other means) your horse (finding that he receiveth no hurt) may become bold to approach any object. He may also be used to mountainous and uneven wayes, and be exercised to leap, swim, and the like. But for further directions for the art of riding and managing the horse, I referre the reader to them which have written of horsemanship *ex professo*, whose books are every where obvious.

CHAP. XXVIII.

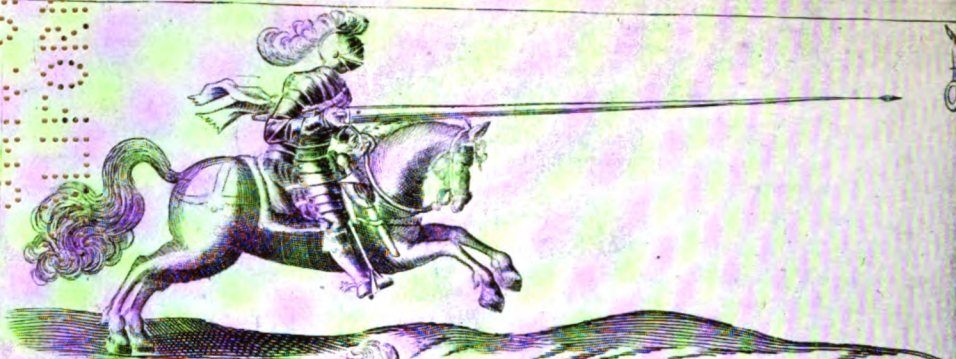
Of managing arms, extending to postures and motions.

Of exercising the lance.

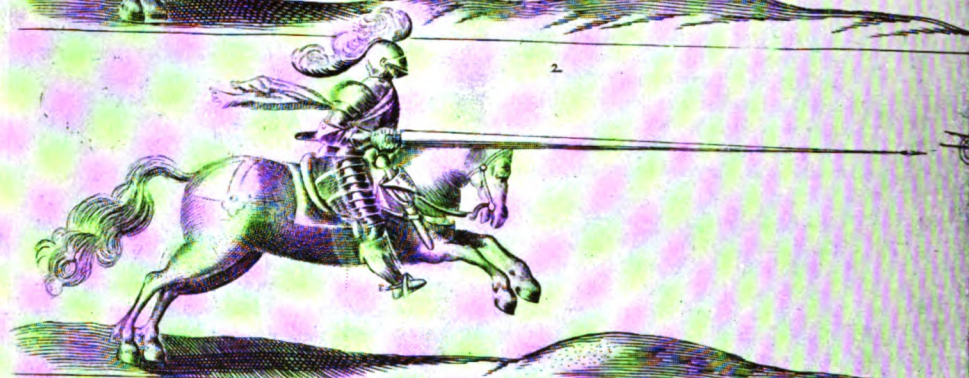
Howsoever the use of the lance be now left off in the Low-countrys, either for the reasons alledged chap. 23, or by reason of the discommoditie of the cuntry (for the lance is of no use in but a spacious, hard, and uneven ground) yet will it not be altogether impertinent to shew the manner of exercising the same, seeing that many have taken pains to revive unto us the knowledge of those

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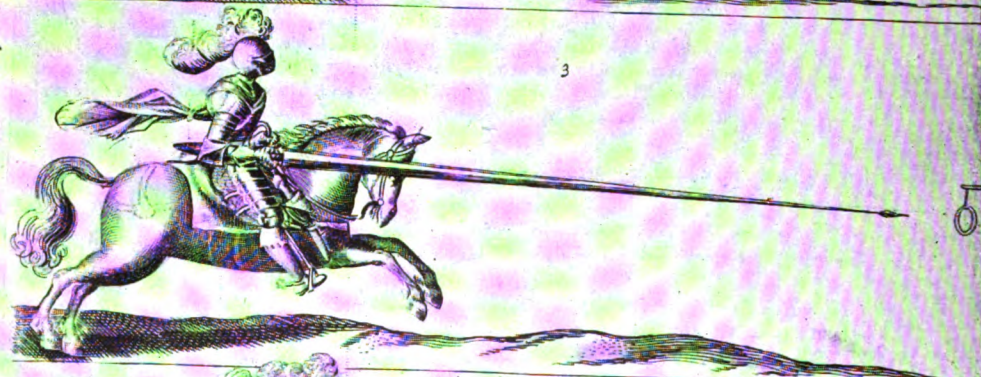
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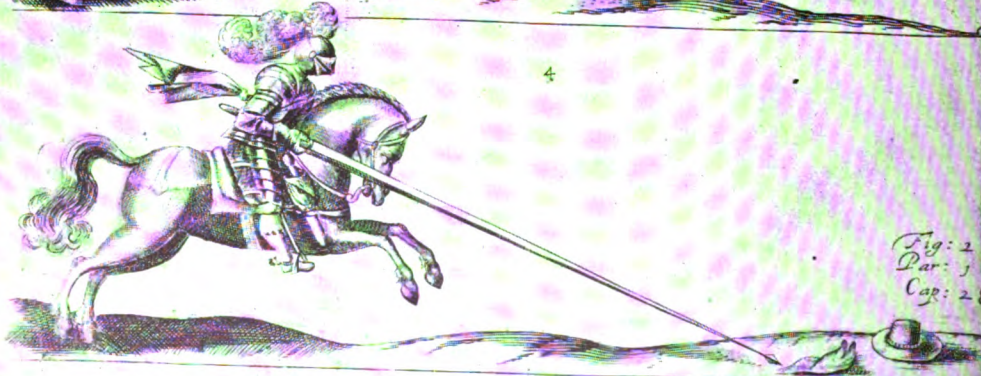


Fig: 2
Par: 1
Cap: 28

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arms which sometime were in use among the Grecians, Romanes, and other nations, which have been for many ages totally abolished.

The manner of carrying the lance, is either advanced, or couched; that is, when it is carried so abased, as the enemie can hardly discover it untill he feel the shock.

The charging of the lance is twofold, either by the right, or left.

The right is, when it is presented or charged along by the right side of the horse.

The left is, when it is borne across the neck of the horse, by the left eare.

The first is the manner used by the Turks and Hungarians, and by some preferred before the other. One reason which they give for it, is, because that in charging by the left, the Lancer must incline his bodie to the left, and so sitteth the less sure in his saddle.

Basta would have the second way to be best. Howsoever, all agree that a Lancier must ever strive to gain the left side of his enemie, and charge him on the left.

Now there be three wayes of charging;

1 By carrying the lance sloaped upwards.

2 By charging it levell, in a straight line.

3 By charging it sloaping, or inclining downwards.

The first is, if against Cavallrie, to take the sight of the enemie with the point of the lance; or, if against foot, the head or neck of either pike or musketier.

The second is, by charging a horse-man about the middle, (to bear him out of the saddle) or on the breast of the foot.

The third serveth to pierce the breast of the enemies horse, or a kneeling musketier, or pike charging at the foot against horse.

These three severall wayes must be diligently practised, and require much dexteritie: to which end a stake is to be set up, having an arm (as it were) stretched out from it, and thereunto a white (either of paper or linen) fastned, at severall heights, which the Lancier must exercise himself to hit in full career; also to take up a glove (or the like) from the ground with the point of his lance, &c. All which is here shown *figure 2. part 1. chap. 28.* In his charging of the enemie, he begins upon his pace or trot, then falls into a gallop, but must not begin his career until he be within some 60. paces of his enemie; presenting his lance (from the advance) at the half of that distance, and charging it for the shock as occasion serveth. Against an armed Lancier, the best way of charging is judged to be, not after the two first wayes, but by the third, that is, at the breast of the horse, and that towards the left side of him, where his

heart and vitals are; and for this, the charging by the right is held best.

Having given his charge with the lance, so as it becometh unusefull to him, he must betake himself to his pistoll, in the use whereof he is to be very skilfull. His last refuge is his sword, which he must also be well practised in. Of both which weapons shall be spoken in the next chapter.

CHAP. XXIX.

Of exercising the Cuirassier.

ALthough it be supposed and expected that no horse-man will presume to mount his horse to repair to his Cornet, before his pistols, harquebuse, or carabine be spanned, primed, and laden: his cases furnished with cartouches and all other equipage belonging to himself, his horse, and arms, made fix and in readinesse: yet in case a Cuirassier upon service should (though unlikely) spend both his pistols, and the six cartouches wherewith his cases were filled, so that he must resort to his flask; and my present task being to teach the untutored Cuirassier his postures; it will not be impertinent here to set them down in the largest manner.

Now because these things are to be performed on horseback, it will not be unnecessary (though mounting on horseback be accounted no posture, but a preparative to exercise or service) first to shew how he is to mount (which with the rest of the postures is done in *Figure 3. Part 1. Chap. 29.*) and for this, the word of command is,

1. *To Horse.*

Both reins hanging in a loose position over the horse neck, and upon the pummel of the saddle, the horseman is, First, to take the ends of the reins above the button in his right hand, and with the thumbe and two first fingers of that hand, to draw them to an even length. Then putting the little finger of his left hand betwixt both reins under the button, with the other three fingers of the same hand on the further rein, and the thumbe on the near side of the button, to grasp both reins, that so (before he endeavour to mount) he may have his horse head in ballance and at command: Then grasping the pummel of the saddle with his left hand, and standing with his full body close to the horse-side, and just between the bolster and cantle of the saddle (alwayes on the near side of the horse) with the help of his right hand he shall put the left foot into the left stirrop, and with his right hand taking hold fast on the highest part of the cantle behind, he shall (with the help of both hands) gently (yet strongly, and in a right-up posture, without inclining his body to

either hand) raise himself untill he may stand perpendicular upon his left foot, and then putting over his right legge, place himself in the saddle.

2. *Uncap your pistols.*

With the right hand he is to turn down the caps of the pistol-cases.

3. *Draw your pistol.*

He is to draw the pistol out of the case with the right hand, (and alwayes the left pistol first) and to mount the muzzel of it, as in posture 15.

4. *Order your pistol.*

He is to sink the pistol into his bridle-hand, and to remove his right hand towards the muzzel, and then to rest the but end upon his thigh.

5. *Span your pistol.*

He is to sink the pistol into his bridle-hand, and taking the key (or spanner) into his right hand, to put it upon the axletree, and to winde about the wheel till it stick : and then to return the spanner to his place, being usually fastened to the side of the case.

6. *Prime.*

Holding the pistol in the bridle-hand (as before) he is to take his priming box into his right hand, and (pressing the spring with his fore-finger to open the box) to put powder into the pan.

7. *Shut your pan.*

He is to presse in the pan-pin with his right thumbe, and so to shut the pan.

8. *Cast about your pistol.*

With the bridle-hand he is to cast about the pistol, and to hold it on the left side, with the muzzel upward.

9. *Gage your flasque.*

He is to take the flasque into the right hand, and with his fore-finger to pull back the spring, and turning the mouth of the flasque downward, to let go the spring.

10. *Lade your pistol.*

Having gaged his flasque (as in the former posture) he is to presse down the spring, which openeth the flasque, with his forefinger, and so to lade his pistol.

11. *Draw your rammer.*

He is to draw his rammer with the right hand turned, and to hold it with the head downward.

12. *Lade with bullet and ram home.*

Holding the rammer-head in his right hand (as before) he is to take the bullet out of his mouth, or out of the bulletbag at the pistol-case, being in fight, with the thumb and forefinger, and to put it into the muzzle of the pistol, and the rammer immediately after it, and so to ramme home.

13. *Return your rammer.*

He is to draw forth his rammer with the right hand turned, and to return it to its place.

14. *Pull down your cock.*

With the bridle-hand he is to bring the pistol towards his right side; and placing the butt end upon his thigh, to pull down the cock.

15. *Recover your pistol.*

He is to take the pistol into his right hand, mounting the muzzle.

16. *Present and give fire.*

Having the pistol in his right hand (as in posture 15.) with his forefinger upon the trigger, he is to incline the muzzle (with a fixed eye) towards his mark; not suddenly, but by degrees, (quicker or slower according to the pace he rideth) and that not directly forward toward the horse head, but towards the right; turning his right hand so as the lock of the pistol may be upward: and having gotten his mark, he is to draw the trigger, and give fire.

17. *Return your pistol.*

He is to return his pistol into the case, and then to draw his other pistol (as occasion may serve) and to do as before.

Now concerning the snap-hane pistol, those postures wherein it differeth from the fire-lock pistol are these, (as in figure).

18. *Bend your cock.*

Holding the pistol in the bridle hand (as before hath been shewed) with the right hand he is to bend the cock.

19. *Guard your cock.*

With the right hand he is to pull down the back-lock, so to secure the cock from going off.

20. *Order your hammer.*

With the right hand he is to draw down the hammer upon the pan.

21. *Free your cock.*

With the right thumbe he is to thrust back the back-lock, and so to give the cock liberty.

But the more compendious way of lading, for the gaining of time (which in the instant of skirmish is chiefly to be regarded) is by using cartouches. Now, the cartouch is to be made of white paper, cut out of convenient breadth and length, and rolled upon a stick, (or the rammer, if it be not too little) fit (according to the bore of the barrell) to contain a due quantity of powder, and the bullet. The proportion of powder usually required is half the weight of the bullet; but that is held too much by such as can judge. Having moulded the paper, the one end of it is to be turned in, (to keep in the powder) and the due charge of powder to be put into it at the other end; which powder is to be closed in by tying a little thred about the paper : then the bullet is to be put in, and that also tied in with a little thread. When the Cuirassier is to use his cartouch, he must bite off the paper at the head of it, and so put it into the barrell of his pistol with the bullet upward, and then ramme it home. By this means he shall much expedite the lading of his pistol. The Cuirassier being become ready in his postures, his next and chiefest study is to be an exact marks-man. And to this end he must frequently be practised at some marks, to be set up at some tree or stake, of severall heights. Now because the Cuirassier is armed pistol-proof, he must not give fire but at a very near distance, being carefull to bestow his bullets so, as they may take effect. The principall place of advantage to aim at, is the lower part of the belly of the adverse Cuirassier, also his arm-pits, or his neck. Some would not have a Cuirassier to give fire, until he have placed his pistol under his enemies armour, or on some unarmed parts. If he fail of an opportunity to hurt the man, he may aim at the breast of the horse, or his head, as he shall see occasion. He usually giveth his charge upon the trot, and seldome gallopeth, unlesse it be in pursuit of a flying enemy, or such like occasion. Having spent both his pistols, and wanting time to lade again, his next refuge is his sword; whereof the best manner of using is to place the pummell of it upon his right thigh, and so with his right hand to direct or raise the point

to his mark, higher or lower as occasion serveth; either at the belly of the adverse horse-man (about the pummel of the saddle) or at his armpits, or his throat; where if it pierce not (as it is very like it will not fail, by slipping under the casque) yet meeting with a stay in that part of the body where a man is very weak, and having a sword of a very stiff blade, as aforesaid, it will doubtlesse unhorse him. Being past his enemie, he is to make a back-blow at him, aiming to cut the buckle of his pouldron, whereby he disarmeth one of his arms, &c. *Basta* highly commendeth the aiming at the enemies sight, and so (by raising the vizures of his casque with the point of the sword) to run him into the head. But this seemeth not so likely to take effect as that of aiming at the throat; and sometimes (as some casques are made) it would be of no use.

In these and the like exercises the Cuirassier is frequently and diligently to practise himself at some mark; which will render him fit for service when need shall require.

Some authors (for the disposing of the Cuirassiers for fight) hold that they ought to be ordered in grosse bodies, that so by their solidity and weight, they may entertain and sustain the shock of the enemie. They are also fit for troops of reserve, to give courage to the other Cavallrie, and to give them opportunity to re-assemble themselves behind them, &c.

CHAP. XXX.

Of exercising the Harquebusier and Carabine.

ALthough there be some difference between the Harquebusier and the Carabine, in regard of their horse, their arming, and their piece, (howsoever most authors take them for one and the same) yet in regard the harquebuse differeth nothing from the carabine in length, but onely in the bore, their manner of using their severall pieces is one and the same; and so one instruction may serve for both.

In march, he is either to carry his carabine hanging at his belt by the right side, (as is shewed chap. 24.) or else to order it upon his right thigh, as the Cuirassier, in *posture 4*.

In fight he is to strive to gain the left side of his enemy, (contrary to the Cuirassier) because that in presenting he is to rest his carabine on his bridle-hand, placing the but end on the right side of his breast, near his shoulder.

He must be taught to use his carabine with all exactnesse and dexterity, and to be an exquisite marks-man. For the manner of handling of the harquebuse or carabine, the directions for the pistol, in the foregoing chapter, *mutatis mutandis*, may serve for sufficient

instruction. Yet in regard the carabines with us are for the most part snap-hanes, and so something differing from the fire-lock, I will set down the order of handling it, in the words of command : holding it needlesse here to dilate them.

Postures for the snap-hane carabine.

- | | |
|--|---|
| 1 Order your carabine. | 11 Shorten your rammer. |
| 2 Sink your carabine into your
bridle-hand. | 12 Lade with bullet, and ramme
home. |
| 3 Bend your cock. | 13 Withdraw your rammer. |
| 4 Guard your cock. | 14 Shorten your rammer. |
| 5 Prime. | 15 Return your rammer. |
| 6 Shut your pan. | 16 Recover your carabine. |
| 7 Cast about your carabine. | 17 Order your hammer. |
| 8 Gage your flasque. | 18 Free your cock. |
| 9 Lade your carabine. | 19 Present. |
| 10 Draw your rammer. | 20 Give fire. |

For the use of his sword, he is to demean himself as the Cuirassier.

CHAP. XXXI.

Of exercising the Dragon.

THE Dragon was invented for speciall services to assist the Cavallrie as Infantry, considering there be many exploits which cannot be effected by the Cavallrie alone.

The muskietier must exercise himself to give fire on horseback, as the Harquebusier. Being come to guard a passage, or to do any other the like service, they are to alight, and to demean themselves as Infantry. Whereof it shall be needlesse here to enlarge, seeing we have books in such abundance upon that subject, as they are able rather to distract, then instruct the reader, and in my opinion, had need of an *Index expurgatorius*.

Being so alighted to do their service (as abovesaid) every of them is to cast his bridle over the neck of his side-mans horse, in the same order as they marched : keeping them so together, by the help of such as are thereunto especially appointed.

CHAP. XXXII.

Of exercising the Cavallrie in their motions.

HAVING shewed how every horse-man is to be exercised in the managing of his horse, as also in the use of his particular arms; it followeth now that he be taught how to demean himself, being joyned in a body.

And here, before we enter into the motions, it were fit to explain the terms of art therein used, and to shew what is meant by a file, a rank, half files, and half ranks; the front, flanks, and rear, and the like. But (for brevity sake) I passe them over, referring the reader to the books of Infanterie.

To exercise the horse, they are to be drawn up into a body, not by ranks, but by files; and those of five deep, as most affirm; or of six, as others would have it: and that because the number of five is not divisible by two, and so in doubling of ranks, or half files, or the like, there is always an odd rank. Some would have them (especially the harquebusiers) to be eight in file, taking the troop to consist of 64. Being put in *Battalia*, that is, ordered into a square body, and silence strictly commanded; the first thing to be taught them is distance. And herein authors disagree. Some make close order to be two paces; open order, four paces; and so for double, triple, and quadruple distance proportionable. Others make but two kinds of distances; close order, which is three foot; and open order, which is six foot. But this must be understood *cum grano salis*, (as the Civilians speak :) for here we must observe a difference between the manner of taking the distance of the Cavallrie, and that of the Infanterie: for in the foot, the distance is taken from the centre of the souldiers body, which here cannot be so understood, but onely of the space of ground between horse and horse.

Monsieur *de Praissac* is more plain, who would have the distance between rank and rank (both for the length of the horse, as also for the space between horse and horse) to be six paces, and one pace between file and file. Yet, if we take every pace for five foot (as that is the usuall dimention) by this rule they should be at a very large distance.

In my opinion, the Cavallrie being to be exercised in their motions, should be at their distance of six foot, or open order (taking it as hath been shewed) standing right in their ranks and files.

Now the motions are of foure kinds; 1. Facings. 2. Doublings. 3. Countermarches. 4. Wheelings.

The use of facings is to make the company perfect, to be suddenly prepared for a charge on either flank or the rear.

Doubling of ranks, or doubling by half files, or bringers up, is used upon occasion of strengthening the front.

Doubling of files, or doubling by half ranks, serveth to strengthen the flanks.

Countermarches serve, either to reduce the file-leaders into the place of the bringers up; and so to have the best men ready to receive the charge of an enemy in the rear: or to bring one flank into the

place of the other : or front, and rear, or either flank into the middle of the body.

The use of wheelings, is to bring the front (which is always supposed to consist of the ablest men) to be ready to receive the charge of the enemy on either flank or rear.

These motions (for the more easie apprehension of the untutored souldier) are represented in figures, by a company of harquebusiers of 64 men. And therein the file leaders and bringers up are distinguished by a differing letter, as followeth.

Following after these chapters are several pages giving diagrams illustrating the various troop formations in drill, diminishing and increasing the front, wheeling and counter-marching.

With these instructions Part I. is concluded.

(To be continued.)



OLIVER CROMWELL AS A CAVALRY INSTRUCTOR

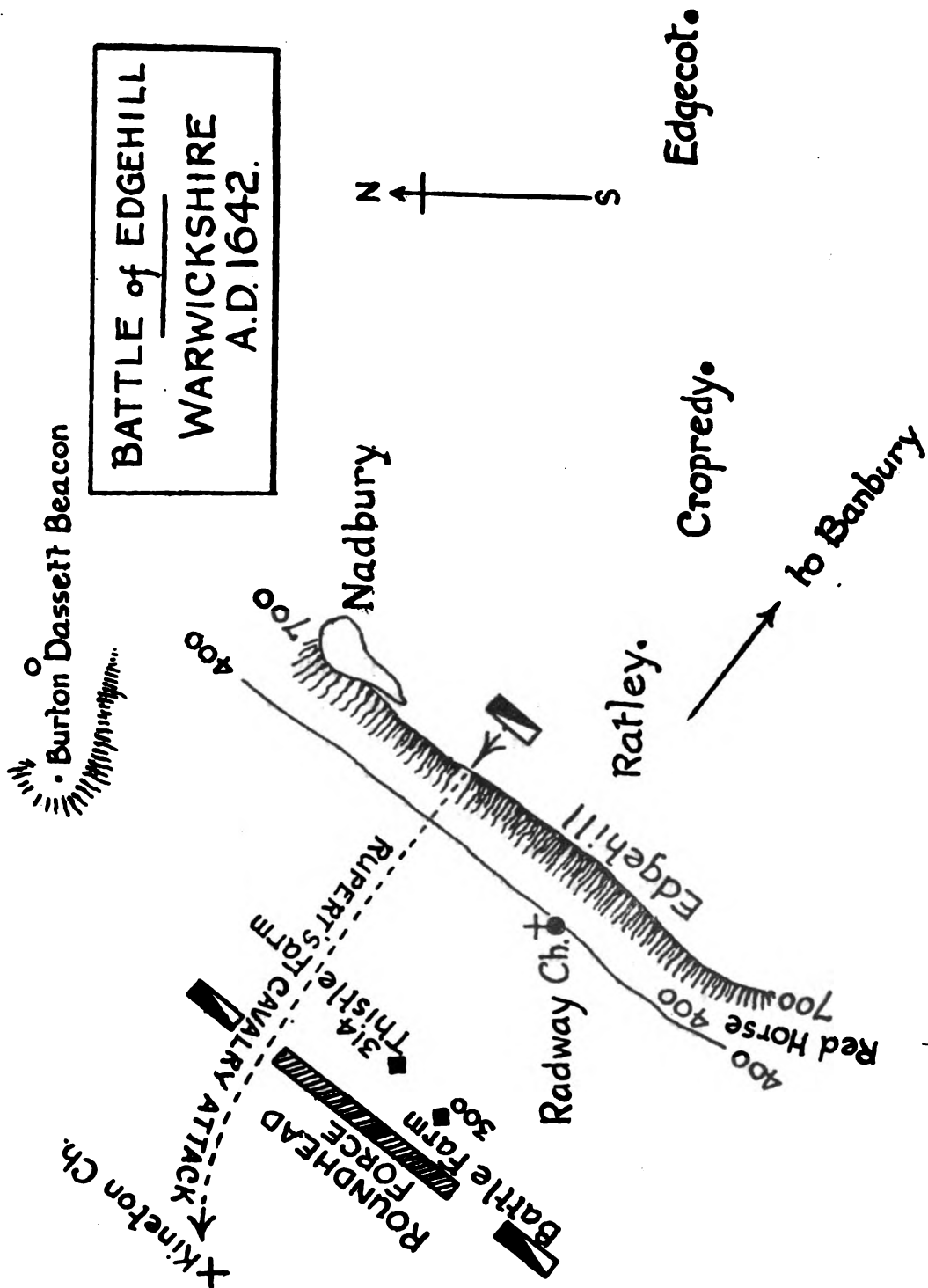
By COLONEL SIR REGINALD HARDY, Bart.

THOSE who follow, or try to follow, the Warwickshire hounds over the Valley of the Red Horse (so called from the figure cut out of the northern slope of Edgehill) will wonder how Cavalry could have moved or operated in such a country. The thorn fences grow thick and strong, and it is no easy matter for the hunt servants to ride straight over or through such formidable obstacles. We are told that in the time of the Civil Wars, instead of heavy cattle in the pastures, there were sheep grazing on large sheepruns and open commons. To some extent that may have been the case, but there is no doubt that there were hedges and bushes and briers and many impediments to the passage of mounted men. It was the business of the Dragoons to clear away these thorns and thickets before the Cavalry action began.

In 1642, on October 21, King Charles slept at Southam, and on the next night at Edgcot.

Prince Rupert at Burton Bassett from a spur of the ridge noticed camp fires, and reported that the Headquarters of the Parliamentary Force had reached Kineton; and he also informed His Majesty that, if he thought fit, he could fight next day.

The King thought fit, and, leaving Banbury at his rear, faced about to the north-west and occupied the ridge of Edgehill on the borders of Oxfordshire and Warwickshire between the Green Lane and Sunrising. His Right rested on Nadbury, the old British earthwork. Next morning he breakfasted at the Round House, Radway.



At 8 a.m. Prince Rupert's Horse showed themselves on the skyline, and were observed by the patrols of the Roundhead Commander, the Earl of Essex, who occupied Battledon and Thistledon farms, with his back to Kineton village.

Instead of taking advantage of his strong position on the ridge, and waiting for Essex to attack, Prince Rupert grew restless and impatient, and persuaded the King to allow him to begin the battle and descend the slopes without delay. Rupert had all the dash and *abandon* of a true Cavalry commander. He gave orders for shock action with closed ranks three deep. His troopers advanced with drawn swords, and reserved their fire. The charge completely routed the Left Wing of the Roundheads, and the Cavaliers pursued the broken enemy right into the main street of Kineton, where they began to raid and plunder the baggage in German fashion, without paying any attention to the main body and the general engagement. Rupert was accustomed to collect supplies in a high-handed manner.

Meanwhile the Left Wing of the Royalists gave way, and the Centre was in confusion. The Royal standard was captured by an ensign, but recaptured by stratagem. Captain Smith snatched an orange scarf (the Roundhead badge) from a dead soldier, and, so disguised, he asked for and obtained the custody of the standard, with which he returned.

Captain Oliver Cromwell, commanding a troop of Arquebusiers, watched these proceedings from the tower of Burton Dassett Church, and climbed down a bellrope and hurried to relieve the Left Wing.

At eve both sides claimed a victory. Essex withdrew to Warwick; the King marched on to Banbury and London. Thirteen thousand were slain and buried in the graveyard between the two farms.

Cromwell saw the havoc created by the Royalist Cavalry and thought out the cause. He said to Hampden :

'Your men are old, decayed serving-men and tapsters;

their troops are gentlemen's sons and persons of quality. Do you think the spirits of such base and mean fellows will ever be able to encounter gentlemen who have courage, honour, and resolution in them? You must get men of a spirit that is likely to go as far as gentlemen will go, or you will be beaten still.'

Hampden shook his wise head, but Captain Cromwell set to work to train troopers who could prove a match for the Cavaliers, and fight with proper spirit and mettle.

The Roundhead Army was laughed at as 'a thimble-and-bodkin levy': a pack of tailors, citizens, townsmen and tradesmen not accustomed to march or ride, or rough it.

The Cavaliers, on the contrary, were born and bred in the country, men who hunted, flew hawks, kept hounds, bred and broke horses; hotheaded and full of dash and daring, sportsmen, at home in the saddle, and tough customers, but terribly deficient in discipline and steadiness.

The very day before the battle of Edgehill, as the King rode from Southam to Edgecot, he met Richard Shuckburgh, a Warwickshire squire, hunting in the fields with 'a very good pack of hounds; upon which Charles fetched a deep sigh and asked who the gentleman was that hunted so merrily that morning, when he was going to fight for his crown and dignity. Being told it was Richard Shuckburgh, he was graciously ordered to be called to him, and was by him very graciously received. Upon which he went home, armed all his tenants, and next attended the King in the field, where he was knighted.'

In the Civil Wars domestic life and business went on 'as usual,' undisturbed by the actual fighting forces. Each side, Roundhead and Royalist, marched about, occupied billets, fought occasionally, made requisitions. When London was hostile, the Court moved to Oxford. Son fought against father, Denbigh on one side, his son Feilding on the other. Families of opposing views intermarried. There was little stagnation or destruction except as regards some of the monu-

ments and decorations in the churches. A large quantity of old plate was melted down and converted into coin. But home-life, trade and farming pursued the even tenour of their way, without feeling the paralysis of modern warfare or the devastation which ruins the countryside.

Cromwell at the age of forty-three was Captain of the 67th Troop of Parliamentary Horse. Up to this time he had been a Member of Parliament and a civilian, with small experience of military matters. He lived the life of a country gentleman and made forcible speeches in Parliament. He now turned his attention to the formation of a Cavalry contingent, finding his recruits among the Puritan farmers of the Eastern counties, in whose sturdy breasts the Nonconformist Conscience was a living force.

His men knew what they fought for, and were not ashamed to obey orders with solemn and rigid precision. They could keep their powder dry and their knees tight, do their duty, and trust in their God. This was the sort of stuff to face the Cavaliers and conquer them. Better plain men than none.

If the vices of the Royalists were drinking and immorality, the sins of the Cromwellian troopers were spiritual pride and intolerance, and a certain disagreeable surliness of manner.

Early in the war the Roundheads got out of hand, and defaced pictures in churches, burned the altar rails for firewood, tore the surplices into handkerchiefs, pillaged houses, stole fat bucks from the parks, and carried off loaves and cheeses on the points of their swords.

But this rioting was stopped. The penalties were hanging or flogging, viz. :—39 lashes on the bare back; running the gauntlet, stripped, down a lane of soldiers, who smacked the culprits with a cudgel; riding the wooden horse—*i.e.*, two boards at an angle, forming a ridge or back, propped up on four legs—on this the victim rode with hands tied, and heavy musket on each leg to weigh him down.

Cromwell had studied the Art of Horsemastership at home

in the fen country on his farm. But the Art of War he learned from the Lion of the North, Gustavus Adolphus, and from old soldiers who had fought in the Lion's campaigns. His horses were small, strong, and underbred, with thick manes and high crests and ill-shaped heads. You can see their pictures in the Earl of Newcastle's Book on Horsemanship.

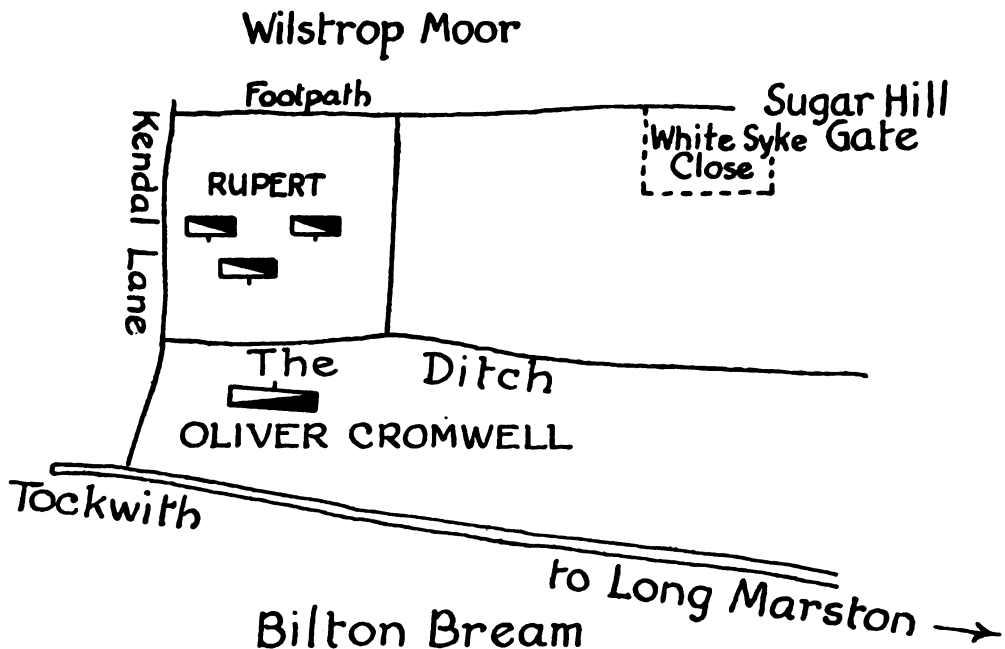
The drill was precise. The troopers were taught to ride in close formation, knee to knee, or rather knee behind knee, and horse to horse, and to march 28 miles a day. In a charge, the officers were to ride so that not more than a horse's head be advanced beyond the front rank. It was realised that if a leader rides in advance (when there is no danger) he may be shot by his own men behind him, or he may hinder some of them from firing, or, when the shock comes, he may be needlessly exposed. It is true that the sight of officers leading animates not a little the squadron, but good soldiers need not such airy animations. It rather disanimates than encourages soldiers when they see officers doing a vain thing, and returning to the ranks when there is danger; besides, it upsets the rank if it be well wedged up; also the officers' horses, if of the highest mettle, may by kicking disorder the rank, so that the enemy is more likely to come in at the breach than they.

The discipline was excellent. In 1851 a pamphlet stated that Cromwell's model was Gustavus Adolphus of Sweden, and it was said of Cromwell and his incomparable discipline that a man might pass through the land without the least prejudice from the soldiery. Candid Royalists echoed this testimonial, and Clarendon commended the courage, sobriety, and manners of the Roundhead troopers. In war they waged the business of peace, and lived like good husbandmen in the country and good citizens in the city.

The result of discipline and training was first seen at Marston Moor (1644). In this battle the Royalists' password was 'God and the King.' The Parliamentary cry, 'God with us'—a curious anticipation of the German 'Gott mit uns.'

Prince Rupert led the Right wing of the Royalists, and Cromwell the Left wing of the Parliamentarians. Cromwell attacked across a ditch, and routed the leading squadrons of the enemy; then, as the pendulum swung, Cromwell had the worst of the scrimmage. Superior discipline, however, told; Cromwell rallied his troopers, and Rupert's Horse fled in disorder.

BATTLE of MARSTON MOOR YORKSHIRE



Cromwell moved over to the other flank and made the victory complete.

After this action Rupert gave Cromwell and his men the name of 'Ironsides,' as the toughest of the tough. 'The Prince of Plunderers' had tasted their quality, and did not relish the taste. These Ironsides could charge, but so perfect

was the control that they could also rally, which is a greater feat.

The four ranks of the Swedish Monarch were reduced to three, and then to two. The sabre was drawn, and the men were taught to trust to it, and only use their pistols in pursuit.

In 1645 at Naseby Cromwell attacked with pistol fire, and then with the sabre, and eventually with shock tactics he produced a rout and rode down the King's Horse reserve.

Cromwell developed his work, and learned his practice as he advanced from Captain to Colonel, and then to Captain-General.

His tactics were, shortly, to take the initiative, and charge first and hard, to meet and crush the enemy in the field, and to reserve his fire for close quarters. His pace was a trot rather than a gallop, but a pretty round trot, and the rally was rapid. And so he produced the finest body of Cavalry that the world had then seen.

When the Cavalry leader became Lord Protector of the Commonwealth of England, Scotland, and Ireland, he ruled with greater authority than any king. In five years he quieted Scotland and silenced Ireland; he made the name of England honoured. He sent his Ironsides in plain buff coats with polished spotless armour and well-groomed horses to frighten the King of France and astonish Europe. He terrified the Dutch and made them pay. He singed the beard of the King of Spain, harried his fleet, filled our ports with rich prizes, and won Jamaica, which we still hold. He championed the cause of the persecuted Protestants and Waldenses. He considered that a ship of the line was the best ambassador, and that he could make the thunder of his cannon in the Mediterranean be heard with terror by the Pope in Rome.

He was a plain stout gentleman, with roughish features, a big chin, a rugged sad face, distinguished by two noticeable warts—but 'a larger soul hath seldom dwelt in a house of clay.' No wonder that Carlyle admired him as a hero arbitrary

and strong-willed—and had the impudence to tell Lord Wolseley that ‘it would be a good thing if he were to treat the Victorian Parliament as Cromwell treated the Rump.’

History repeats itself. In these modern days we have seen how in some of our great leaders their Cavalry training has developed a broad and wide outlook on the salient facts of war, combined with unhesitating decision.

The following is a correct copy of a speech made by H.R.H. the Duke of Cumberland just previous to the commencement of the Battle of Culloden:—

‘Gentlemen, fellow soldiers, I have but a very little time to address myself to you, but I think it proper to acquaint you that you are going instantly to engage in the support of your King and Country in defence of your Religion, Liberty and Property, and from the justice of your cause I make no doubt of leading you on to certain victory; stand but firm and your enemies will soon flee before you. But if there be any among you, who, through timidity, are diffident of their courage and behaviour, which I have no reason to doubt, or any others, who from conscience or inclination cannot be zealous and alert in performing their duty, it is my desire that all such may immediately retire; and I further declare they shall have my free pardon for so doing, for I would much rather be at the head of a thousand brave resolute men, than ten thousand, among whom there may be some who by cowardice or misbehaviour, may dispirit or dishearten the troops, and so bring dishonour and disgrace on the Army under my command.’

A. L.



THE ITALIAN CAVALRY SCHOOL AT TOR DI QUINTO

TOR DI QUINTO is just outside Rome and the objects of the course here are :—

1. To give the officers a refresher.
2. To give them a bit of cross-country riding.
3. To give them a bit of hunting with the Rome Hounds.

One must realise that the greater number of Italian Cavalry Officers have probably done very little, if any, riding before they joined, and in most parts of Italy have no mounted sports or pastimes to encourage them to improve their riding, except show-jumping.

The School at Tor di Quinto is only open for six months of the year—October 15 to April 15. During the remainder of the year the weather is too hot and the ground too hard to do any work. The School is under the jurisdiction of the Commandant of Pinerolo, and is commanded by a Lieutenant-Colonel, who has under him one major chief instructor and two captains assistant instructors. About 30 officers attend each course and are divided into two rides. Each officer brings one horse with him to the School, but permission can be obtained to bring two, and on arriving at the School they are allotted two horses each, an old one and a young one. The old one is the hunter. About 90 horses are kept at the School and returned to Pinerolo during the summer. In addition to the riding horses, between 20 and 30 harness horses are kept for the School busses which bring the officers out from Rome every morning and take them back every afternoon. All the officers live in rooms or hotels in Rome, and assemble every morning at 8 a.m. in the Piazza Popolo, where they get into the

busses and are driven out. Work starts at the School at about 9 a.m. and continues till about 11 or 11.30. They then have lunch at the School and ride again from one to four, two horses being ridden in the afternoon, but only one in the morning. During the first course, October to January, the weather at the beginning is often very bad, and, as there are no riding schools, there were days when we could do nothing. On these wet days the instructors would occasionally give little lectures, but usually we retired to the Mess and played bridge.

The Mess, being normally only used for an hour a day for six months in the year, was not very comfortable, and consisted of a dining room and sitting room, both very barely furnished; and the contractor who supplied lunch did not run things very well, and charged as much for lunch as one was charged for lunch and dinner at Pinerolo, where the Mess was very well run indeed.

A day's work at Tor di Quinto was normally as follows :—

The horse ridden before lunch was usually given an hour to an hour and a half steady exercise along the roads, finishing up with a little quiet training on a sandy ride about a mile and a half long. The last three-quarters of an hour were then spent either jumping the horses, free, down a lane or, mounted, over various obstacles round the School. In the afternoon one rode two horses and spent most of the time jumping, and 100 to 150 obstacles in an afternoon was quite an ordinary occurrence, and on one occasion I actually counted, jumping, 50 obstacles in just under twenty minutes. Most of the jumping was done in the Ippodromo, or racecourse. I believe races are held there occasionally during the January to March course. The middle of this racecourse was covered with obstacles of every sort and kind, on the flat and up and down slopes, most of the slopes being formed by jumping into or out of a large hollow on the middle of the field or course. I think the reason why so much jumping up and down slopes is done is because landing on a slope necessitated retaining one's balance and



Plate 1.

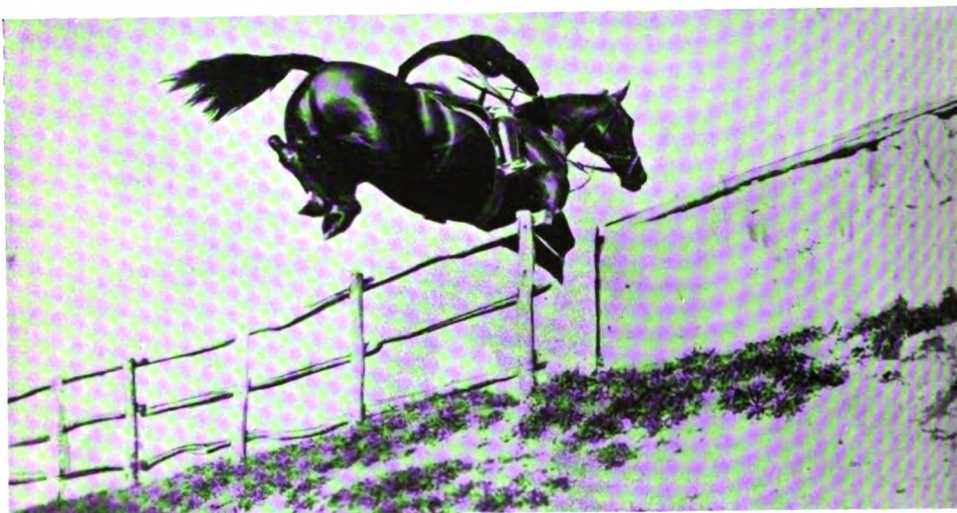


Plate 2.



Plate 3.

position much more than on the flat, and also meant keeping a very firm knee and thigh grip; and taking off on a slope necessitated a strong pressure of the legs to drive one's horse up the slope. A description of the final passing out test will probably give some idea of what is done.

In the morning each officer appeared individually in front of the examining Board, and then proceeded to show off the handiness of his horse, if horses which are all on the forehand can be called handy. All one had to do was to circle and turn at the walk and trot quietly and smoothly, increase and decrease the pace, stop quietly and stand still. No lateral movements or changing at the canter was attempted. Having done this, each officer then went off at a good fast canter and jumped any obstacles he liked, until the Board was satisfied. In the afternoon a display was given by each ride in turn and the public were invited to come and watch. First of all each ride formed up behind its own instructor in the middle of the field and then, when all was ready, off went the senior instructor at a really good fast canter, pursued at about 20 to 30 yards' distance by his ride in a mob, and in this formation proceeded to twist and turn and jump wherever the instructor's fancy took him. Plates 1 and 2 are the ordinary plain fences down into and up out of the hollow. Plate 3 is a stone-faced bank with a ditch on both sides. When both rides had finished their *parcours* in the Ippodromo all the onlookers got into their cars and drove about half a mile up a steep hill to the main school buildings and assembled on a gravel parade ground outside the stables. A post and rail fence ran all round the edge of this parade ground and the slope down from the rails was very steep and in most places went down steadily for about 150 feet. In one place, however, the slope flattened out into a small plateau, only about 15 feet from the top. The two rides in single file then proceeded to canter along a path round the side of the hill, pop over a rail on to this plateau, and then turn and gallop up the slope and over the rails into the parade ground.

They then circled round on the parade ground and jumped down into the plateau, circled round again and went up over a gate (see Plate 4). They then circled once more and got into mob formation behind their instructors and sailed over the rail straight down the slope at its steepest point (see Plate 5, and note the distance down on the landing side). The strain on the knee and thigh grip while popping down this slope was pretty considerable and a ride of 15 going down *en masse* made a noise like an avalanche. I saw no horses fall down the slope, but riders occasionally fell off, and turned many somersaults before reaching the bottom. Both rides were then collected at the top of the hill again, and in fours proceeded to canter over a small post and rail three yards back from the edge of the drop seen in Plate 6. This, though perhaps the most formidable-looking obstacle, was extraordinarily easy. The horses merely slid from top to bottom and made no fuss about going down, and the only fall I saw was after a heavy shower of rain, when the face of the bank was very slippery and one horse's hind legs slid out sideways and he rolled over; the rider, however, was thrown well clear and no damage was done. And so ended a very thrilling and impressive display with practically no mishaps. When this display was given in front of the public the only mishap was one fall in the Ippodromo, caused by the ride getting bunched up too close together and one horse being unable to see the obstacle. Two days later, when the display was given in front of the King, the only mishap was that one officer fell off going down the long steep slope. He was one of the rear files of the ride when he fell, but he reached the bottom first and was going well when he rolled past me.

The Rome Hounds do not start hunting till about November 20 and then hunt regularly two days a week till about the middle of March. All officers stationed in Rome are expected to hunt and for all officers at the School it is a parade, and an annual subscription is paid to the Hunt by the



Plate 4.



Plate 5.





Plate 7.

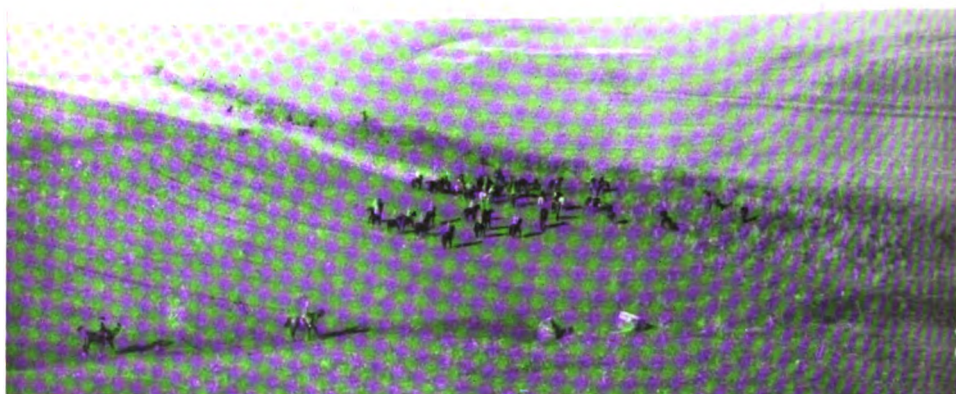


Plate 8.

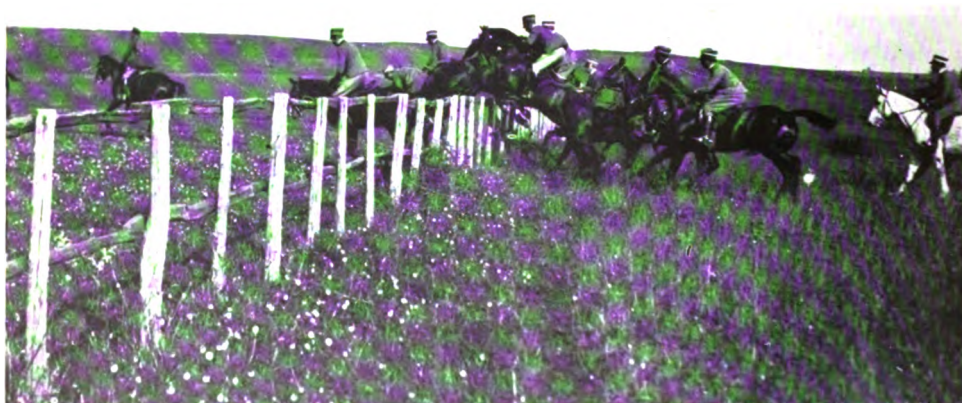


Plate 9.

Government, so that all officers hunt for nothing. The Hounds are nearly all bought in England, but at present are rather a mixed lot (Plate 7). The country is rather like Salisbury Plain on a much larger scale and rather more undulating, and there are practically no coverts. The foxes are smaller and darker in colour than the English fox and usually are not very strong; but occasionally, near the hills in the direction of Frascati or Tivoli, one finds a much larger, lighter coloured and stronger fox, which usually makes straight for the hills. The foxes are sometimes found in old ruins, but more often lying out in the open. Scent, as a rule, especially before Christmas, is very poor indeed. The ground is usually much too dry, and in the middle of the day the sun is too hot. Plate 8 gives one a good general idea of the country, except that one cannot see any fences, which are usually posts and rails like the one in Plate 9. These rails look exceedingly thin and as if they would break very easily, but, on the contrary, are very tough and only break when very old and rotten. In certain districts one comes across small stone walls, but the *stazionata* or post and rails is usually the only obstacle one meets, with the exception of a few bottoms, which are usually formidable and can only be crossed in one or two places. The going is excellent: one can see for miles, and if foxes were stronger and scent better one could have wonderful sport. A considerable amount of time is usually spent at the meet eating and drinking and dodging cameras, and the day after hunting one invariably takes a walk down the 'Corso'—the Piccadilly of Rome—to see what photographs are being displayed in the shop windows.

Before hunting started, races were held in Rome every Thursday and Sunday, and Thursdays were always observed as half-holidays to enable one to go to the races. This was a very cheap form of amusement; for the large sum of 60 lire, or about 13s. at present rate of exchange, one could get a season ticket admitting one to the paddock and any stand,

and, as there were about 80 meetings in a season, it worked out at less than 6*d.* a time. Most of the races were on the flat, but there were one or two steeplechases at each meeting and always one or two races for gentlemen riders, and quite a large number of officers ride and keep horses in training.

Occasionally, instead of working in the Ippodromo at Tor di Quinto, the Chief Instructor used to collect both rides and take them out on to the Campagna and gallop across country, the rides following sometimes in groups behind their own instructors, but more often in single file. During these gallops one seldom jumped anything but the ordinary plain posts and rails, and these were usually met on the flat; but occasionally one met them on slopes, and once or twice one had to scramble down into a bottom, trot up the other side and pop over a rail, and on two occasions we jumped in and out of a road over rails with a small ditch on one side. Ditches, however, are very scarce, and as far as the schooling fences at Tor di Quinto are concerned, with the exception of one small bush fence with a ditch on the take-off side and a post and rails with a small ditch on both sides, the only others were small ditches in front of any banks, but these were usually so small as to be almost negligible.

My general impressions after three months at the two Schools are as follows :—

Firstly, that the Italian seat and method of training horses is excellent for show-jumping, and I think their successes at Olympia and elsewhere conclusively proves this.

Secondly, that in a mounted combat they would not stand a chance against men on horses trained on our system.

Thirdly, that, in spite of this forward balance, horses' forelegs do not seem to suffer and they have very little lameness, which is partly due to the excellence of the going and partly due to the fitness of the horses.

Fourthly, that their horse-management is good. Their horses are all big and very hard. They water their horses

frequently, but only feed *twice* a day, and the ration is 5 kilos of oats and 5 kilos of hay per diem. Straw bedding is used and is left down permanently, and, although this gets quite rotten underneath, the top layer is always kept very clean, and horses' feet do not seem to suffer and they always have a good soft bed.

If any British Cavalry Officer happens to be in Italy at any time he will find a visit to either Pinerolo or Tor di Quinto well worth while. He will be greeted very cordially indeed, and will see things which will impress him considerably, especially if he is fortunate enough to see the final display at the end of a course at Tor di Quinto.



ELIZABETHAN SADDLE.

SOME HINTS TO YOUNG FOX-HUNTERS

By LIEUT.-COLONEL MALISE GRAHAM, D.S.O.,
Xth Royal Hussars.

*' There are soul-stirring chords in the fiddle and flute
When dancing begins in the hall,
And a goddess in muslin, that's likely to suit,
Is the mate of your choice for the ball ;
But the player may strain every finger in vain,
And the fiddler may resin his bow,
Nor flourish nor string such a rapture shall bring,
As the music of sweet Tally-Ho ! '*

(WHYTE-MELVILLE).

MANY officers have been so fortunate as to have had a good deal of fox-hunting when young, whereas others have not had similar chances; it is chiefly with a view of helping the latter that these notes are written.

In our hearts we all love hunting—especially the fox—and the more the subject is considered the more interesting it becomes.

In the letter which Lord North wrote to his grandchildren he said: ' We have to consider the grand old national sport of Fox-hunting. Hunting is a science, and you must remember that what is a pleasure and recreation to you is as serious a matter of business to the Master, his huntsman and whip, as law is to the lawyer or surgery to the surgeon. If you study the science of hunting you will find your pleasure wonderfully increase and be able to form a more just opinion of huntsmen and their ways.'

One often hears the expressions 'riding-to-hunt' and 'hunting-to-ride.' There may be certain people who for various reasons do come under the former category, but it is to be hoped that the number of the latter is decreasing.

There can be no doubt that a very great deal of pleasure is added to those who study the science and take an interest in the work of hounds and huntsmen: no one can deny that pleasure is added to the average member of the field when hounds run well over a nice line of country, but it is not in accordance with the traditions and spirit of the sport to regard fox-hunting as merely an excuse for galloping over fences.

It is important that officers should be well turned out and look smart, so as not to earn the unfavourable comments of local hunting people of whatever district it may be, and also because in all public appearances officers should be well turned out for the sake of the Army, their Unit, and themselves. Farmers like to see red coats and it helps to keep up the old-time prestige of the great sport.

The question of riding or motoring to the meet and home after hunting is often discussed: in the writer's opinion the only times when it is permissible to motor are when necessitated by work, and when it is without question to the benefit of the horse or horses; to motor at other times, to take a horse out of his way home to get to the motor, or to keep another out waiting, are offences totally unworthy of a keen young fox-hunter.

A few points with regard to deportment and etiquette may now be mentioned.

We have arrived at the meet, let us take an interest in the hunt. But here is the Master, take off your hat and say 'Good morning.' Remember that he is our C.O., his word is law, and we should be on our guard to do nothing which might displease him. Then go to see hounds and perhaps say a few words to the huntsman or whips; but after the meet, till hounds go home, it is best not to talk to hunt servants except to give information, and then only with discretion. Have a good look at hounds, notice which pack is out and how many hounds, whether they are looking well,

which are good looking, whether they look keen to-day, any particular hounds you have seen doing good work recently : such things give an additional interest.

It is assumed that you were careful not to kick a hound, but it is surprising how careless some people are in this respect. Never let your horse be in a position where this might happen, and the same applies in a lesser degree with regard to other horses. If one of your horses is known to kick, have a good red ribbon in his tail; but that does not absolve you from further responsibility. Put a hand behind your back and take all due care in gateways and gaps ; of equal importance is it not to press on the heels of horses in front.

It must be admitted that there are occasions when it is difficult to avoid doing so, *e.g.*, a gateway through an unjumpable fence when hounds are running; even then considerate people will make efforts to prevent their horses lashing out.

A certain amount must be said about gates. Firstly, we must remember to open a gate for the master, huntsman, hounds, and even a whip sometimes, and, if necessary, pop off quick to do it, and up quick having done it. Of course wait for anyone who has got off to open a gate, and hold his horse if it can help; also, as perhaps more annoyance to farmers is caused by stock straying through open gates than in any other way, never omit to shut a gate unless some responsible person is just behind. The manners of some people in pushing through gateways is appalling, and more suited to a polo match; the chief offenders are often those who have not considered an alternative way of negotiating the obstacle, so let us not follow their example !

A very important point is not to jump any fences unnecessarily, or ride over crops, or do any damage which can be avoided; it is the hunt-to-ride fellow who may cause trouble here. By all means go straight when hounds really run, but it is up to us to help farmers by jumping seldom when hounds are only hunting slowly, and never when they

are not on the line of a fox. While on this subject, it might here be mentioned how undesirable it is to talk boastingly of the obstacles we have negotiated; we have heard at a check such excited remarks as 'Did you see how well my horse jumped that gate?' (or other large obstacles only negotiated usually by those who ride their hunts so gallantly after dinner, or by such as the rider of the wonderful young horse Edwin in 'Nimrod'). Such incidents are surely only our own personal concern and possibly also that of the farmer, our groom, or Insurance Company; they certainly have nothing to do with the hounds who put their heads up in apparent admiration, or the huntsman who probably wishes the brave boy had broken his neck!

The instructions which might be given to a second-horseman are many, but if he carries out the following he will be doing at any rate the most important of his duties: in case of taking horse or horses on, to start in time to admit of travelling five to six miles an hour, and to have them as fresh and tidy as possible for you at the meet or appointed place; to remain with the hunt second-horseman till a suitable chance occurs to report to you; to take note of roads and villages so as to find his way easily when on his own another day; to shut all gates found open, and avoid doing any damage; in case of bringing horse or horses home after hunting, to go at a steady pace, refreshing them with luke-warm water or other drink if considered desirable; and to tell the head groom on arrival what the horse or horses have done.

Now we come to the most interesting part of riding-to-hounds. What are the qualities of a good man to hounds? Briefly, not to be in the way when hounds are drawing or only hunting, but to be 'with hounds' when they are running well and when they account for their fox.

Let us consider this in more detail. Hounds are drawing a covert: this is not the time for 'coffee-housing,' but to be all attention, and not too bunched up in the crowd, for you

want to get a good start. You may know which way foxes usually run from that covert and you can perhaps keep down wind of it. If a fox which hounds are probably hunting goes away, stand still and watch him for a time—the little plan which you make may help you get a good start; if he is holloed away on what appears to be the other side, when the Master allows the field to go, it often pays you to go the opposite way to most other people, because they are not always right: you will not be so hung up in gateways, gaps or rides, and you can both see and hear more easily.

Unless you are opposite and among the first two or three for the gateway or gap, it will pay you—particularly in fashionable countries—to take your own line over or through the first few fences, for all will then be plain sailing, whereas if you are behind several people, you will lose so much distance that you may not be with hounds again for a long time.

In this case, and whenever you are behind, remember that the only time when it is etiquette to pass others is when hounds are running; when hounds check it is a time to stand still and keep quiet. It is admitted that there are a great many offenders to this rule, especially among the hunt-to-ride people, so it is all the more up to young fox-hunters to set an example.

Let us think of a few considerations, assuming that you have got a good start. Of course you must not be anywhere just behind the pack, but you can safely be alongside hounds so long as you are sufficiently wide of them; perhaps the ideal is about 100 yards or so down wind and somewhere just behind the main body of the pack with some friends, but not trying to 'win the race'; it is not a race or point-to-point but a hunt, the end of which you wish your friends as well as yourself to see. You may be unlucky in hounds turning away from you, and you cannot do more than judge which side to keep and what to do: it is usually best not to snipe about, and, when possible, to keep downwind. At times you may be fortunate, at other times the reverse. 'What is the use?' Whyte-Melville once

heard a plaintive voice lamenting behind a blackthorn, while the hounds were baying over a drain at the finish of a clipping thirty minutes on the grass: 'I've spoilt my hat, I've torn my coat, I've lamed my horse, I've had two falls, I went first, I'll take my oath, from end to end and there's that d——d fellow on the coffee-coloured pony gets here before me after all!'

Be careful to watch hounds, for it is not only instructive, but adds so much to the enjoyment: it is important to notice when hounds are beginning to check. It is then that you should 'hold hard,' for otherwise you may find yourself actually on the line of the fox, though the offence is not so great if you are wide enough and watching hounds.

So many errors are committed or chances missed by not watching hounds and looking ahead: it fully repays you to have eyes and ears well open and to look ahead, you may see a man with his hat in the air, sheep huddled together or the reverse, a canal or railway with an obvious crossing to make for, seeds or beans in the next field, wire or an open gate, and you can nearly always see as you land into a field where you probably can or cannot jump out of it. There is often a doubt as to what to do when hounds divide; the huntsman will probably decide quickly, and it is the duty of the field to try and help him in any way possible; if he is not there you must act as you think best: never try to imitate the gallant Leicestershire rider who when hounds divided rode hard by himself to two hounds, and when these again divided he ended his hunt by jumping on the one hound and killing it. The verse at the end of this article is applicable to his action!

By all means ride straight, *i.e.*, practically parallel to where hounds go, taking your own line and using your judgment and eye.

A good man-to-hounds may be hard to find when hounds are drawing or hunting on only a poor scent, but he will as it were drop from the sky, and take a good place when hounds run fast, and assuredly be there when hounds either account

for or lose their fox. He will seldom appear to be galloping and never be seen looking round to see if he has pounded the next fellow. The 'Squirter' who goes like blazes over the first few fields is not the sort to see the end, for he lacks judgment, and does not save his horse in readiness for a long hunt. Our hero, in Bramley Davenport's delightful book 'Sport,' sets us many a good example in the rousing gallop described therein.

It is hardly possible to give hints here as to how to ride over fields and fences, but the question is often asked 'Should one ride fast or slow at fences out hunting?' Of many good men-to-hounds whom the writer has watched, those who got down the least, and therefore were usually at the end of hunts, rode fairly slow at their fences. The only suggestions made on this subject are : present horses at ordinary fences normally at a handy canter; increase or decrease pace as dictated by circumstances, *e.g.*, kind of obstacle, deep going, condition of horse; if it is necessary to alter a horse's stride when approaching a fence, it is best to do so two or three strides, as opposed to the last stride before the fence. It is asking for trouble either to go too slow if a wide ditch, or too fast if a drop or boggy ground is anticipated on the landing side.

Two important points are—to give enough room when following another horse over a fence, and to go straight at a fence, because to do otherwise interferes with other people, who sometimes get very annoyed !

Slipping up the hedgeside in order to avoid ridge and furrow, deep ground, beans, seeds, etc., often helps the farmer as well as yourself, but such things are naturally left to the discretion of the individual, who must use his judgment and initiative in deciding quickly how to act.

The following is an effort to answer the question : 'What should I do when I see a fox ?'

If you see the hunted fox, and hounds are hunting him, stand still, hold up your hat and keep quiet.

If hounds have checked, go quickly and quietly to tell the Master or huntsman what you have seen; or, if some distance away, it may be better to holloa twice and hold up your hat if anyone is in view. If in doubt as to what to do, tell the Master what you have seen.

No one can forecast scent or sport with accuracy, for there are so many conditions which may or may not be favourable, and, as Jorrocks says, 'There's nothing so queer as scent, except a woman.' The following points are, however, worthy of consideration :—

Likely to be bad scent :

Drops on the hedges and a blue haze.

Falling glass.

When hounds look dull on the way to and at the meet.

Likely to be good scent :

Frost coming on in the evening.

When smoke keeps low.

When hounds keep smelling about on the way to, and look keen at, the meet.

On a clear day when the 'fences stand out black like crystal.'

Because hounds cannot run one fox well, it does not necessarily mean that they will not be able to run the next they find.

The hints which might be given in such an article as this are innumerable, but reference has been confined to those which are considered most important : it is hoped that they may create discussion, and also cause reference to some of the many good books on the 'Sport of Kings.'

*'The fox takes precedence of all from the cover,
The horse is an animal purposely bred,
After the pack to be ridden, not over,
Good hounds are not reared to be knocked on the head.'*

(EGERTON WARBURTON).

THE OOTACAMUND HUNT

By MAJOR SIR T. THOMPSON, BART.,
3rd Hussars.

THERE are, doubtless, very many readers of the **CAVALRY JOURNAL** who have hunted with the Ootacamund Hounds; but, for those who have not had that pleasure, a brief account of the country and the hunt may be of interest. For the benefit of those who have not been in India, it may be as well to say that Ootacamund is a hill station in the Nilgiris, in Southern India. Its altitude is about 7,500 feet above sea-level.

The season usually opens at the end of April or the beginning of May; but there is very little scent, and consequently not much sport, before the break of the monsoon, which usually takes place towards the end of May. Hunting generally stops about the beginning of October, by which time the majority of the supporters of the hunt have returned to the Plains. In some years, hunting has been continued as late as November. The hunting season, in fact, coincides roughly with the rainy season, for, as soon as the ground dries up, scent does not lie at all. In the dry weather, also, the steep grassy slopes of the downs get so slippery that riding over them becomes a matter of some difficulty.

The country hunted is roughly about 20 miles long by 15 miles broad, and consists of a tract of down country, bounded on the north and east by the densely wooded slopes of the Ghauts overlooking Mysore, and on the south and west by the wild broken country of the Kundas. The downs are covered with a splendid springy turf, which affords excellent going



PARSON'S VALLEY WITH A 'SHOLA' IN THE FOREGROUND.



A MEET OF THE OOTACAMUND HUNT.

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for horses : they are cut up by numerous valleys with very steep sides, along the bottom of which run bogs of varying width. Dotted over the downs are covers varying in size from small patches of rhododendrons to large woods of eucalyptus, blackwood, ebony, wattle, etc. These covers are known locally as 'sholas' and are so dense that it is impossible to get through them on a horse except along paths specially cut through them. There are nothing in the way of fences to be negotiated; the only obstacles to stop a horse being the very steep slopes of the hills, and the bogs which one finds at the bottom of every valley. These latter, although not really deep—one frequently sees the half-wild buffaloes grazing in them, immersed up to their bellies—are quite impassable for a horse with a rider on its back—in fact, it would seldom be safe to attempt to negotiate them on foot; the only course open when one encounters them is to find a way round the head of the valley. To overcome this drawback, numerous artificial 'crossings' of stones have been made of recent years across the bogs, generally at the junction of two valleys. Even with their help, it is extraordinary how difficult it is to keep with the hounds, or even keep them in sight. These flash over the bogs and breast the steep slopes far more quickly than a horse and rider can. It is a peculiarity of these downs that, once a rise separates hounds from the field, all sound of them is lost, and is not regained until one descends into the same valley as the hounds are in.

To add to the difficulties of the huntsman and the field, mists are apt to suddenly descend and blot out both view and sound. In such a predicament, an intimate knowledge of the country is an invaluable asset.

In the Nilgiris, a huntsman cannot hope for a friendly 'holloa' to help him out of a difficulty or to indicate the direction hounds have gone in. The only human beings one is likely to meet are Todas, and they are few and far between; a knowledge of Tamil is also necessary to converse with them. These

Todas belong to an aboriginal polyandrous tribe, and are fast dying out; every now and then one comes across one of their 'munds'—stone enclosures, containing one or more rough dwellings, with stone walls and semicircular thatched roofs, in which they live.

The view on a bright August morning from some high point on the downs looking across hill and dale towards the Kundas beggars description; at this time of the year, wild flowers, such as balsam, gentian and orchids, abound, the wattle and jasmine are in full bloom, and the downs themselves are clothed in blue from the little flower that gives the Nilgiris, or Blue Mountains, their name.

The quarry at Ootacamund, as everywhere else in India where hounds are kept, is the jackal. As would be expected from a hill bred animal, the jack at Ootacamund is of a sturdier and stronger build than the jack one finds down country, and carries a far better pelt. When once he has decided on his point nothing will turn him from it; he reckes little of the steepest hills, but leads straight over them, to the chagrin of his hunters, who will generally have to make a long *détour* round the contour of the hill. The direction of the wind appears to be a matter of little moment to him, and he frequently breaks the rules of the game, as interpreted by the English fox, by running up wind for the whole course of a run.

Meets at Ootacamund are usually early—in the neighbourhood of 7 a.m.; the reason for this is chiefly because an important part of the field are Government officials, who have to be at their office stools by 11 a.m. or soon after. Another reason is that scent is generally better in the early morning; before the break of the monsoon, it is the only time there is any scent. A distinguished Master of the Hunt, Captain Godfrey Heseltine, established the precedent of not meeting during the monsoon until 11 a.m., and showed excellent sport; but a return was made, after his mastership, to the earlier hour.

It is seldom that coverts are drawn for a jack—in fact, a huntsman avoids drawing a shola, if he can help it, as it is even money on it holding one of the various forms of riot common to the country, such as pig, jungle sheep, or sambur; instances have been known in which a panther has been evicted from a shola. Unlike the English fox, the jackal does not usually harbour in a covert after his night's wanderings, but finds some sunny spot on the open downs where he can curl himself up in the grass and go to sleep; a hunted jack also never seeks refuge in a covert in a way that an English fox does, but runs straight through it. It is accordingly on the downs that the huntsman looks for jack, sending out his whips wide on either flank to keep a look out, and drawing over the grassy hills at a gentle trot. As often as not, a hunt is started by one of the whips viewing a jack, whereupon hounds are brought up and laid on as quickly as possible; sometimes it may happen that hounds will pick up a drag as they draw across the grass, and will gain considerably on the jack before he realises that he is the object of pursuit.

The Ooty jack is a difficult animal to catch, and hence the tale of kills at the end of a season is considerably below that of an English hunt, although hounds hunt three days a week for five months. Anything over thirty brace for the season is considered very good.

The hounds themselves are maintained chiefly by drafts from England. Before the war, only a few hounds were bred locally; but during the latter years of the war, owing to the difficulty of importing hounds from home, recourse was had on a larger scale to breeding locally to keep up the pack. By the end of the war fresh blood was badly needed, as can be imagined.

Casualties to hounds happen in many ways. Hounds left out at night are liable to fall victims to stray panthers which frequent the woods in the immediate vicinity of Ootacamund as well as the steep slopes of the Ghauts on the Mysore side.

When I was up there, a hound was transfixed through the lungs by the quill of a porcupine, which he came upon in a shola; on another occasion, during a riot after pigs, two hounds were drowned in following a boar which had taken to water in the rapid Pykara River.

The most suitable type of horse is a small, compact, short-backed animal, with good shoulders and a deep girth; good staying powers are essential. Although horses are not called upon to carry their riders over any upstanding obstacles, the country makes great demands on horseflesh, on account of the very steep and long slopes which have to be negotiated. The high altitude in itself imposes a severe strain on horses; on first arrival at Ootacamund they have to be carefully acclimatised, and should not do any fast work for their first three weeks. A Master of the Hunt went so far as to say that few horses get really fit during their first season at Ootacamund, and that it is not until their second season that they show their true form.

Towards the end of the hunting season a very sporting Point-to-point meeting is held, to which all the world and his wife come. The card usually contains six events: a light-weight race, a pony race, a hunt cup race (for a cup* presented by Major Hon. R. T. Lawley), two ladies races' (horse and pony), and an open race.

The selection of the courses is kept secret until the very last minute; in fact, it is not until the riders have been taken to the starting point for a race that the course is pointed out to them. Each race has a different course, usually 3-4 miles in length of fair hunting country. Owing to the very broken nature of the country, there is usually no difficulty in indicating

* Information has recently come to hand that this cup was won for the third time in succession at the last Point-to-point meeting by Mr. Kenneth Harper, a former master of the Ootacamund Hunt, and it has become his own property. He has presented another cup to be competed for under similar conditions in the place of the cup presented by Major R. T. Lawley.

the turning points to the field at the starting point. The meeting is, therefore, a Point-to-point meeting in the literal meaning of the word.

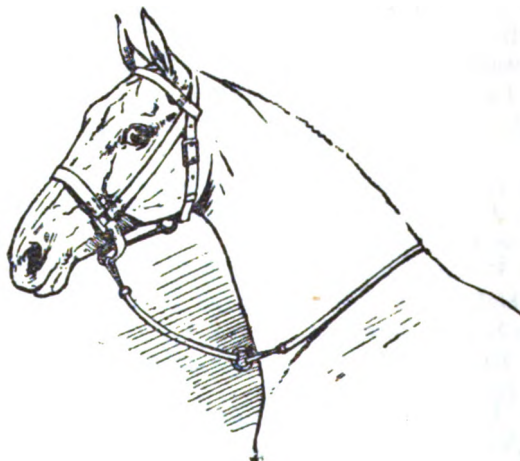
To anyone stationed in the South of India, or within reach of the Nilgiris, I cannot recommend a pleasanter way of spending two months' leave during the hot weather than hunting up at Ootacamund. There is some very good trout-fishing to be had in the neighbourhood, and there is also one of the best golf-courses in India, so there should be no fear of being dull.

Appended is a list of the Masters of the Ootacamund Hunt.

MASTERS OF THE OOTACAMUND HOUNDS.

- 1845-46. Lieut. Thomas Peyton.
- 1847. Lieut. Mostyn Owner, 38th M.N.I.
- 1853. R. A. Dalyell, Esq., I.C.S.
- 1854. 74th, H.L.I.
- 1855-6. Captains Macfarlane and Lawson, H.L.I.
- 1857-8. The Mutiny.
- 1859. Captain the Hon'ble John Colborne, 60th K.R.R.
- 1860. 60th K.R.R.
- 1861. 60th K.R.R.
- 1862. Captain the Hon'ble John Colborne, 60th K.R.R.
- 1864-5. Colonel J. M. Primrose, 43rd Oxfordshire Light Infantry.
- 1866. No hounds kept.
- 1867. Captain Fitzgerald, XVI. Lancers, and Colonel Bradley, Madras Infy.
- 1868. J. W. Minchin, Esq.
- 1869-70. J. W. Brecks, Esq.
- 1871. Colonel Christie (a bobbery pack).
- 1872. Major K. Barton, 18th Hussars.
- 1873. W. E. Schmidt, Esq.
- 1874. Captain Robert Jago, 39th Madras Infantry.
- 1875. Captain E. C. P. Pigott, 44th Essex Regt., and Major Beresford, Madras Infantry.
- 1876-7. Captain Pennell Elmhirst, 9th Regiment.
- 1878. J. W. Ouchterlony, Esq., and Major E. C. P. Pigott.
- 1879. Captain Robert Jago.
- 1880. Colonel George Beresford, Madras Infantry, and Major Jago.
- 1881. Majors Robt. Jago and Pigott.
- 1882. Captain J. Gordon, 89th Regiment.
- 1883. A. W. Turner, Esq., and Captain W. Penn Symons, 24th S.W. Borders.
- 1884. Colonel Robert Jago.
- 1885. Captain W. Penn Symons, 24th S.W. Borderers.
- 1886-7. Colonel Robert Jago.

- 1888. Colonel A. M. Rawlings, R.H.A.
- 1889. Surgeon Colonel A. C. Gaye.
- 1890. Captain E. Preston, Bombay Infantry.
- 1891-2-3-4-5. Major the Hon'ble R. T. Lawley, 7th Hussars.
- 1896-7. Captain the Hon'ble F. R. Bingham, R.H.A.
- 1898. Captain B. R. Portal, 17th D.C.O. Lancers.
- 1899. Captain C. T. Swan, 4th Madras Pioneers.
- 1900. Captain C. T. Swan, and the Hon'ble G. E. Mills.
- 1901. Colonel J. Reilly, A.V.D.
- 1902-3-4-5. Captain R. D'A. Fife, 19th Yorkshire Regiment.
- 1906-7-8-9. Captain Godfrey Heseltine, The Carabiniers.
- 1910. Captain Allen Palmer, 14th Hussars.
- 1911. Major A. A. Duff.
- 1912-13. Captain George Meyrick, 7th Hussars.
- 1914. Captain T. Bailward, 26th Light Cavalry.
- 1915. Captain T. A. Thornton, 7th Hussars.
- 1916. K. J. Harper, Esq.
- 1917. Captain Godfrey Heseltine, The Carabiniers, and R. D. Richmond, Esq.
- 1918. R. D. Richmond, Esq.
- 1919. Captain Godfrey Heseltine, The Carabiniers.
- 1920. Lieut.-Colonel J. G. Dennistoun, of Dennistoun, D.S.O. (late R.H. & R.F.A.).
- 1921. } Captain E. Allfrey, M.C., K.R.R.C.
- 1922. }
- 1923. Captain E. Fanshawe, The Queen's Bays, and Mrs. Currie.



NOTES ON VICKERS GUN TRAINING.

By 'YEOBOY.'

As three articles on the Hotchkiss gun have already appeared in the CAVALRY JOURNAL,* one dealing with the Vickers gun may not be out of place, especially as the latter gun is now again part and parcel of a Cavalry regiment. The following suggestions and hints are the result of my own and various friends' experiences during the war. I do not for a moment put them forward as being necessarily right, but rather because they include points not fully dealt with in the latest editions either of 'Cavalry Training' or 'Machine Gun Training,' and may possibly be worth considering.

Choice of Men.—Though it is rightly laid down that 'men selected for training as machine-gunners must be trained Infantry or Cavalry soldiers,' yet it is most undesirable to call upon the squadrons to make good vacancies in the M.G. troop: it is far better to draft men straight in to the M.G. troop after their recruit drill is completed, and afterwards, if necessary, attach them to squadrons to learn 'ordinary' Cavalry work. To ask a squadron leader to send a *good* man to the M.G. troop is expecting rather a lot: he does not like parting with the man, nor does the man like leaving his pals in the squadron. To ask a squadron for 'volunteers' to go to the M.G. troop usually means that inferior men volunteer who have 'had the wind put up them' by the squadron-sergeant-major and want to escape this process in the future. No; the only sound method of supplying the M.G. troop is to treat it exactly like a fourth squadron, sending

* January and July, 1921; April, 1923.

it, if possible, the strongest men physically and those with any mechanical bent.

Training of Men in the Gun.—It is even more important for men to be good gunners than good riders. Naturally, one tries hard to make them good at both, but some young officers are apt to lay stress on 'horse' training at the expense of 'gun' training, partly because the former is what the C.O. sees (and probably knows) most of, and partly because mounted work is much more interesting—not to say amusing. It goes without saying that the equitation *must* be well taught, in the M.G. troop as in the squadrons; but all the same there is no denying that a first-class gunner who is an indifferent horseman would be more dangerous to the enemy than an expert rider who is 'shaky' in his knowledge of correcting gun stoppages.

In teaching men mechanism there are three sound rules : (1) Do not have more than three or four men to one gun; (2) Do not teach mechanism after dinner; (3) Do not leave it all to the N.C.Os. Taking these in turn, (1) if you have too many men round one gun they cannot see properly, and yet hardly ever own to it! On a M.G. course it is quite common to have eight or nine officers to one gun;* but then officers are (or should be!) more intelligent than men, and can be trusted to tell the instructor if they cannot see. (2) Men are generally very sleepy after dinner; they have been up early, and anything like a lecture, or having mechanism explained, does very little good at this time of day. Of course officers are often tempted to do dismounted work in the afternoon, because they have been doing mounted work in the morning; but in teaching mechanism it is better to leave in three or four men from mounted parade, and let them be on the gun, say from 9 to 10.45 a.m., with a short break in the middle. Their minds are then quite fresh and they grasp the whole thing much quicker, whilst they are available for

* Six is the usual number at the M.G. School.—EDITOR.

11 a.m. stables just the same. This brings us to (3), because, naturally, the officer is taking the mounted parade and so gets into the way of leaving the mechanical instruction to his N.C.Os. This is all very well up to a point, but he (the officer) should give definite orders to the N.C.O. what to teach the men, and afterwards make sure they know it. I have often heard officers say something like this: 'Sergeant Brown, this afternoon I want you to take some of the backward men in mechanism.' It is much better to tell Sergeant Brown: "This morning I want you to teach Turner and Wilson how to strip a lock, and I will examine them myself at 10.45 to see if they know it.'

Exactly the same applies to training in the rangefinder, the importance of which is sometimes lost sight of in regiments, or at any rate was during the late war. It is a good tip to get men to volunteer to learn rangefinding; personally I always found this gave the best results, the men getting so keen that they often practised in their spare time.

A word might be said about range-cards (*see* plate facing p. 26, 'Machine Gun Training,' 1921). In actual practice it will be found better to omit the semicircles, which are little use and which are hard to draw neatly without a compass pencil; also to write the descriptions and ranges of objects *along the rays*, instead of horizontally. Rangetakers should be provided with small writing-blocks with thick plain paper, as this is easier to draw range-cards on than Army Book 153.

Choice of Horses.—It is no exaggeration to say that a Cavalry regiment's success in a moving fight depends very largely upon the pack-horses which carry its machine-guns. These horses must be able to carry guns and ammunition, without the saddles shifting, over the same ground and at the same pace as the squadrons. It is hard to lay down a standard type of horse as suitable for carrying a pack-saddle; sometimes a horse with a very odd-shaped back will turn out a good pack-horse, and *vice versa*. One common mistake is to suppose

that a small cob or pony will always do for carrying a pack; such a pony has the disadvantage that its stride is usually much shorter than that of the horse ridden by the pack-leader, and the result is that the pack-pony is always lagging behind the other horse, which tends to slow down the pace of the whole troop, besides tiring the pack-leader. To avoid this, it is a sound rule for the pack-horse and pack-leader's horse to be exactly the same size, which should not exceed 15·2, or it takes a long time to get the loads on and off the packs. It is worth remembering that the vice of 'refusing to leave the ranks' does not matter in a packhorse or pack-leader's horse—in fact, it is a positive advantage; so it may happen that a horse which has been a nuisance in a squadron can be transferred to the M.G. troop and do useful work there.

Training of Packhorses.—The instructions on pp. 216-219 of 'Cavalry Training' are very sound. The following additional hints may be useful: Care must be taken that the packman does not leave off his leg-iron when leading a loaded pack: some men would sooner risk a blow on the knee than take the trouble to clean their leg-irons. Also, the packman should always carry a rifle (or anyhow a rifle-bucket) on the off-side of his own horse, so as to save the horse being knocked by the near load of the pack-saddle. I have seen some M.G. units carry the packman's rifle on the near side, to save the rifle and bucket from knocks; but it is better for them to get knocked than the horse, as it gets him into the way of hanging away from the packhorse. A mess-tin should not, however, be carried on the rifle-bucket on the off-side, as it is almost certain to get broken or dented by the pack.

Packsaddles.—The present Government pattern (adopted in summer 1917) is very good and should give no trouble on suitable horses, once the men are used to it. It will be found much better to retain the crupper, but leave off the breaching, as the action of the horse's hind legs against the latter tends to pull the packsaddle from side to side. The breast collar

should be adjusted too high rather than too low. The girths should be crossed underneath the horse.* The leather shovel-caps (to cover the blades of the shovels carried on the ammunition packs) are quite unnecessary, and are really relics of the time when the shovels were carried horizontally below the panniers and touched the horse.

The front top corners of pack-saddles (where they rest on the withers) should be stuffed rather loosely, and the stuffing poked forward into them from time to time when it works too flat. Hard lumps of stuffing in these corners are very apt to cause sores.

Mounted Drill.—So far as I can make out, no mounted drill whatever is laid down at the present time, either in 'Cavalry Training' or 'Machine Gun Training,' and during the war each M.G. section or squadron drilled according to its own ideas. Most units favoured a formation in which the gun numbers rode in the front rank, with the packs in the rear rank; but after four years' experience with Cavalry machine-guns, and experimenting with many different drills, I have no hesitation in saying that I found the simplest and soundest method was for each gunner to ride *behind* the pack he is concerned with, whether in line or in column (*see diagrams*). The objections I have heard to this are :—

(1) In action, the packs being in front show the enemy at once that it is a M.G. section, which presumably draws more fire.

(There is very little in this; Cavalry, if exposed, are fired at anyhow, and the machine guns would be little, if at all, hidden by being in the rear rank).

(2) On parade, the packs, being in front, do not look so neat. (This objection is rather childish !)

The *advantages* of placing the packs in front are :—

(1) Whatever the formation, each gunner always has his pack under his immediate eye; he sees at once if anything is

* *I.e.*, NOT as shown in the illustrations in 'Handbook for the Vickers Machine Gun,' reprinted September, 1918.

wrong with it, and is in the best position to help the packman if necessary.

(2) The packs, and especially the gun-pack, are the vital part of the M.G. troop, and the pace they move at must be conformed to by the gunners—*e.g.*, the gun-pack might 'stick' at a ditch, and if the Nos. 1 and 2 were in front, they themselves might have got over the ditch and gone on. It is surely sounder that they should ride behind their gun, and Nos. 3 and 4 behind the ammunition packs.

(3) When halting to dismount for action, it will be found quicker for Nos. 1 and 2 to run *forward* to the gun-pack than to run *back*, because it is easier for two single horsemen to keep close behind a man with a packhorse than for a man with a packhorse to keep close behind two single horsemen.

I venture to suggest that the *names* of M.G. formations which were in use up to 1917 should be reverted to, as they are shorter and less confusing than the present names, *i.e.* :—

One gun and personnel to be called 'Team,' not 'Detachment.'

Two guns and personnel to be called 'Section,' not 'Sub-section.'

Four guns and personnel to be called 'Troop' (as at present).

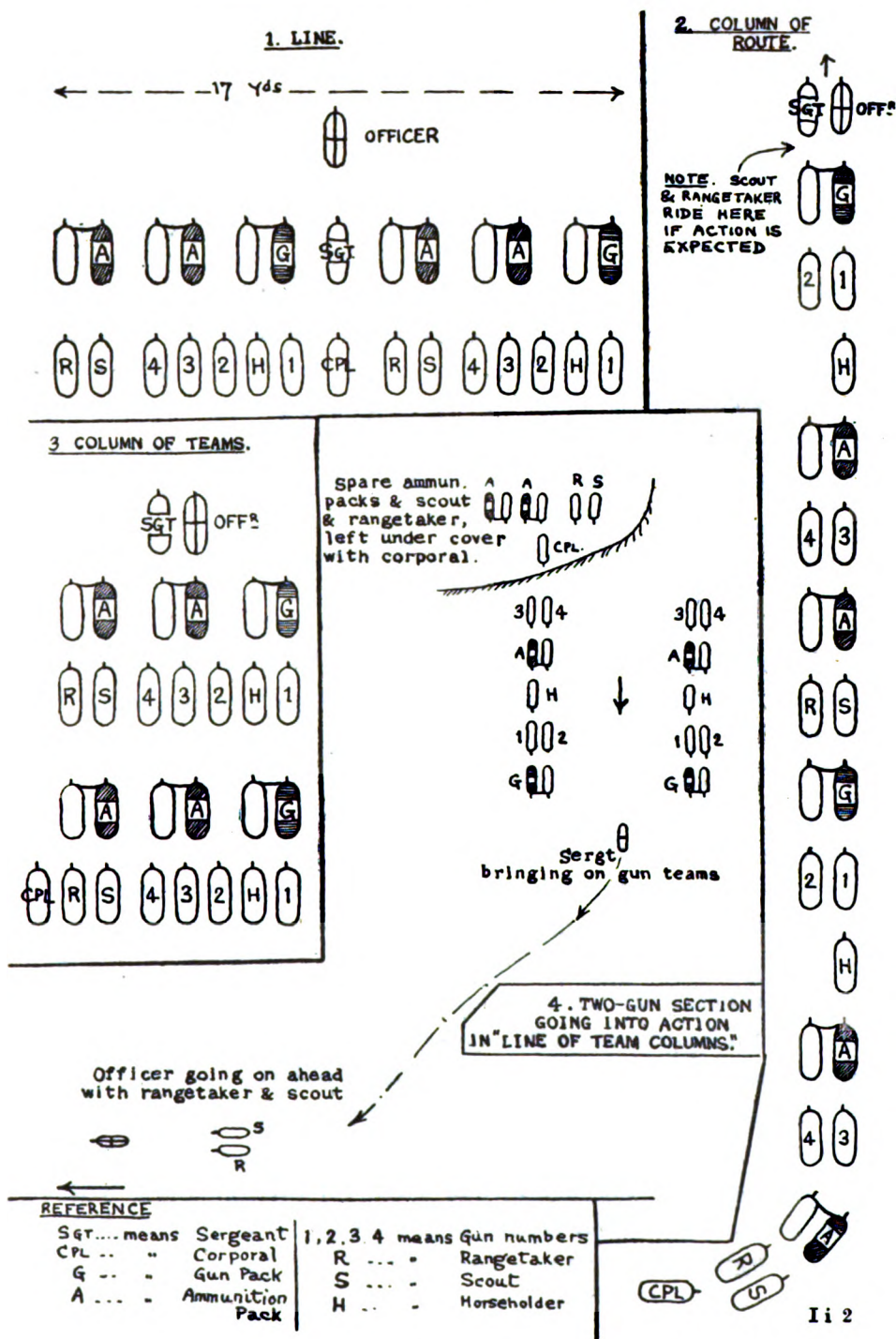
There can be no question that 'Detachment' and 'Sub-section' are very cumbersome words to shout out when giving orders, and 'Detachment' is confusing because it often has other meanings.

'Section' for two guns has the further merit that it conforms to Artillery usage.*

It would further tend to simplicity if, in a gun team, only the firer, his assistant, and the two ammunition carriers were given numbers—'No. 1,' 'No. 2,' 'No. 3' and 'No. 4.' The

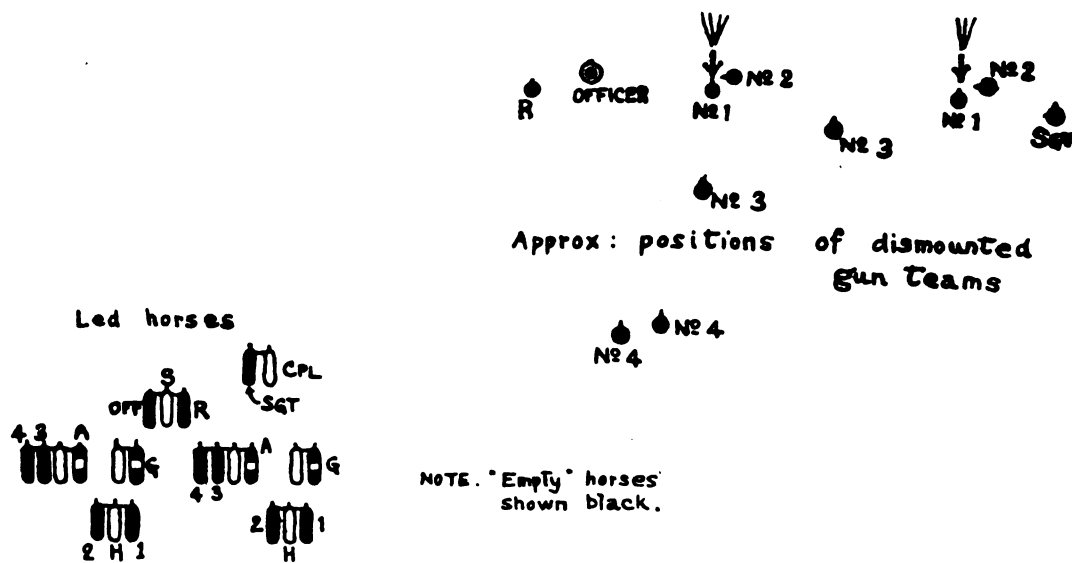
* The present nomenclature was adopted so as to conform with Infantry M.Gs. The M.G. School would probably object to a reversion to pre-war names, though it is questionable whether from a purely Cavalry point of view it is not better to use the same nomenclature as Horse Artillery rather than Infantry.—EDITOR.

SUGGESTED FORMATIONS FOR M.G. SECTION (TWO GUNS)



scout, rangetaker, horseholder, and packmen might simply be called by those names.

5. SECTION IN ACTION.



Turning now to the diagrams, it will be seen that :—

- (a) All formations correspond to those of an ordinary rifle troop.
- (b) The gunners are always covering their respective packs.
- (c) In column formations, the horseholder drops behind Nos. 1 and 2; otherwise he rides between them.
- (d) When diminishing the front, the gun-pack goes first.
- (e) When increasing the front, the ammunition packs come up on the left of the gun-pack.
- (f) When gunners hand over their horses to a packman, they come up on his left. Nos. 1 and 2 could do this if men were short and so save an extra horseholder.
- (g) The rangetaker and scout can be detached from the team, without in any way affecting its drill.

In view of the somewhat extravagant establishment of the present-day M.G. troop, it should be remembered that, in actual fighting, a gun can (and should) be taken to the firing

line by comparatively few men, leaving the others under cover (as in Diagram 4) or even right back with 'A Echelon.' The teams in Diagram 4 could, indeed, be further reduced by leaving out the horseholders (H) and the Nos. 4. Nos. 1 and 2 would then hand their horses to the gun packman.

It is very curious that, though 'Cavalry Training, 1921' devotes 16 pages and 8 diagrams to Regimental Drill, the Machine Gun Troop is never once mentioned. But presumably the compilers (though they do not say so) mean the M.G. troop to be the same as the Hotchkiss troop is in Squadron Drill. Of the latter we read on page 319: 'Hotchkiss gun troops will not take part in squadron drill.* At field work and for purposes of manœuvre they will conform to the movements of their respective squadrons, normally following in rear both in line and column.'

With all due respect, I suggest that it is both possible and necessary for Hotchkiss and Vickers troops to drill with the squadron and regiment. It was because M.G. units often *did* drill with other Cavalry during the war that they were able to conform to the movements of their regiments and brigades in action. 'Good drill,' we read on page 297, 'will result in well-conceived manœuvres being carried out efficiently.' How, then, can the machine guns of a regiment carry out their part of the 'well-conceived manœuvres' if they are not allowed to take part in the 'good drill'?

Further, it is very difficult—and very undesirable, too—for a Hotchkiss or M.G. troop 'normally to follow in rear.' Suppose, for example, a regiment was moving in mass, each squadron with its Hotchkiss troop in rear, and the M.G. troop in rear of the regiment; suppose it is then found necessary to give the order 'Troops right-about wheel.' The unfortunate Hotchkiss and M.G. troops now find themselves in front, and presumably

* The illustrations, however, show each squadron with four troops, so obviously one of them *must* be the Hotchkiss troop, and not necessarily following in rear either.

have to scramble out of the way, packhorses and all, as best they can. No wonder they are a nuisance in regimental drill !

The solution is very simple : the Hotchkiss troop should take part in squadron drill exactly like an ordinary troop, and the M.G. troop should be treated, in regimental drill, like a small fourth squadron—each of its two-gun sections being regarded as an ordinary rifle troop. This was tried many times during the war and presented no difficulties. Again, many occasions might arise in war where it would be positively dangerous to let the M.G. troop follow in rear. It is to be hoped that the next edition of 'Cavalry Training' will deal fully with (a) the drill of the M.G. troop itself, and (b) its participation in regimental drill; whilst emphasis might well be laid on the even greater benefits of drill where troops with so many packhorses are concerned.

(To be continued.)



SWORDSMANSHIP

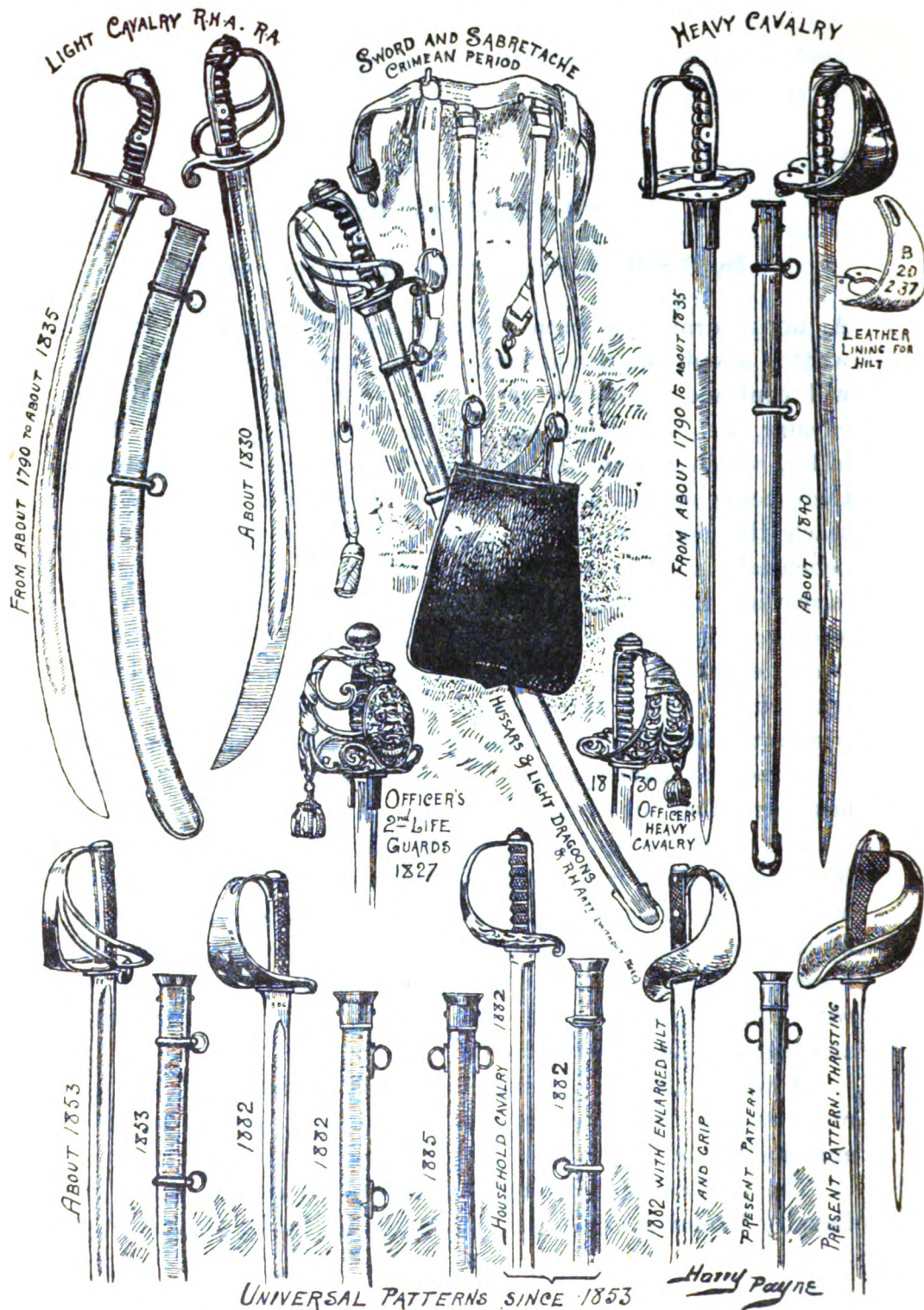
By R.S.M. T. ELLIOTT, *The Royal Scots Greys.*

A GOOD deal has been written and will continue to be written about swordsmanship. Great controversy exists, and will continue to do so, as to the best kind of sword for cavalry, *i.e.*, the 'cutting' or the 'thrusting' type. The latter, which is now in use, seems to be the most popular, there being several reasons for this. Primarily, it is easier to teach the delivery of the point and the results are more beneficial. It does not matter whether the hand is correct (according to Text Book) or not, provided that the point is leading; it is almost sure to penetrate. Whereas the 'cutting' sword, even with an edge like a razor, unless delivered with a true edge (which takes years of practice), will not even penetrate the thinnest of garments, let alone the equipment of a modern cavalryman. Therefore the 'cutting' weapon has been ruled out of date.

The weapon required is one to kill, and war has proved that two or three inches of cold steel are sufficient. There is, however, one great drawback to the present sword, it being much too heavy and clumsy for the average cavalryman of to-day. I believe that a much lighter weapon could be made with equally good results, capable of withstanding the wear and tear it is likely to meet with.

It would also be of much assistance if the hilt could be made in, say, two sizes, as men's hands vary greatly in size, and many find the existing hilt too large.

The method of teaching swordsmanship as laid down in Cavalry Training, 1921, is not sufficient, in my opinion, to



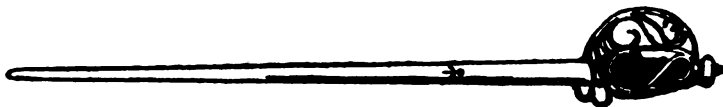
II.—SOME BRITISH CAVALRY SWORDS FROM 1780 TO 1923.

teach a man to defend himself in a *mêlée* or combat. It would be all right in a direct charge at a man, provided that your opponent does little in self-defence. Although the method of 'Master and Pupil' certainly takes much longer to teach, it would appear to be of more value to the latter. By this method the pupil has far greater scope for developing the fighting spirit, and is able to see openings and practise fixing the point on his opponent. And from my own experience I can vouch for the wonderful amount of enthusiasm the men show, especially when they arrive at the stage of loose play. Take all the greatest fencers in the Army of the last decade, Forrester, Betts, W. Elliott and Grainger, to mention only a few, and if you could imagine the hours they have spent in this method of 'Master and Pupil' you would be surprised. Compare a squad of men who have been taught the present method (which is mostly elementary work) against a squad which has been taught the method of 'Master and Pupil' and see the result.

Up to 1914 the above system worked well throughout the cavalry. During the late war instruction had necessarily to be quickened up and large numbers of men trained, so that the system now in force was undoubtedly the best at that time.

But it is suggested that with conditions more closely resembling those of pre-war, a return might advantageously be made to a more comprehensive method, such as I have outlined.

To effect this, the only alteration that would be required to swordsmanship (as laid down in 'Cavalry Training, 1921') would be that the instructions contained therein would be carried out under the method of 'Master and Pupil.'



DISBANDED CAVALRY REGIMENTS

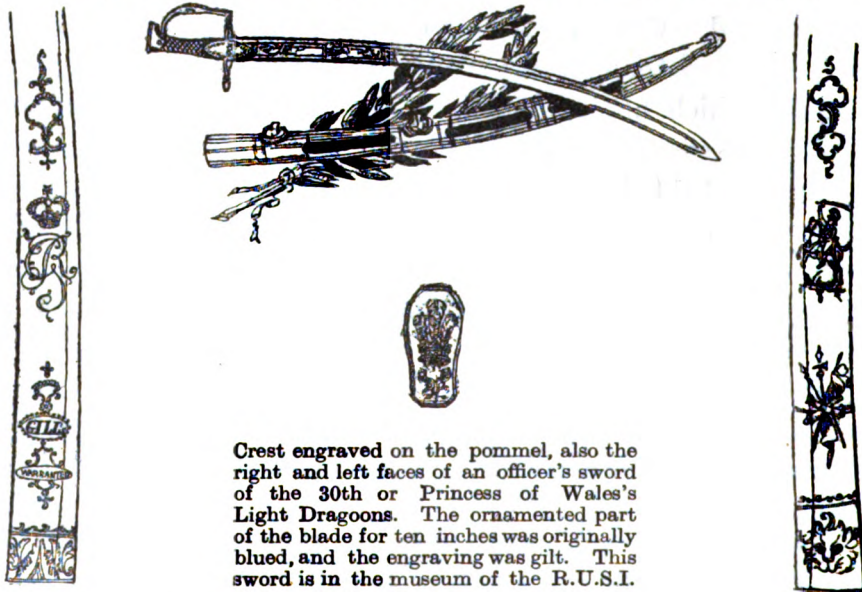
By MAJOR H. G. PARKYN, O.B.E.,

IV.

30TH OR PRINCESS OF WALES'S REGIMENT OF LIGHT DRAGOONS.

The Regiment was raised in 1795 and commanded by Colonel Sir J. Craven Carden, Bart. They were raised in Ireland, and were on the Irish Establishment until August 27, 1795, when they were placed on the British.

OFFICER'S SWORD OF THE 30TH PRINCESS OF WALES'S LIGHT DRAGOONS.



Crest engraved on the pommel, also the right and left faces of an officer's sword of the 30th or Princess of Wales's Light Dragoons. The ornamented part of the blade for ten inches was originally blued, and the engraving was gilt. This sword is in the museum of the R.U.S.I.

In 1795 the Regiment was for a part of the year at Bristol, and on 1st January the following year was at Canterbury.

In February, 1796, the Regiment was broken up and the horses and men were transferred to other regiments or discharged. The Badge of the Regiment was the Prince of Wales's Feathers, Coronet and Motto.

CANADIAN CAVALRY

ACCORDING to the Annual Report of the Canadian Cavalry Association, the necessity for economy has made itself felt almost as much in that Dominion as it has at home.

The Canadian Government has taken the bull by the horns and decided to form a Ministry of Defence as one department, to deal with the army, the navy, and the air force, and it is hoped that the administrative economies effected under this arrangement, which came into force on January 1, 1923, will admit of more money being allotted for training purposes.

Canadian cavalry is divided into a Permanent Force consisting of the Royal Canadian Dragoons, Lord Strathcona's Horse, and three batteries of Royal Canadian Horse Artillery, and an Active Militia (not permanent) which comprises seven brigade headquarters, 32 regimental headquarters, and 79 squadrons. The Active Militia are liable to be called out for training for a period not exceeding 30 days in any one year, but in 1922 funds only admitted of about one-third of the Peace Establishment undergoing training, and the period of training was limited to nine days. The non-permanent regiments usually have a Permanent Force officer and two N.C.Os attached for training, but have no paid adjutant or orderly-room clerks. Owing to lack of funds at least one brigadier was unable to visit any of the units of his brigade; but in most districts regiments were brought together in camp for the training period, and considerable progress was reported.



Fort Garry Horse.

NOTES

THE SURPRISE ATTACK ON CAMBRAI, 1917

THE following extracts from a letter received from Brigadier-General Paterson, late of the Fort Garry Horse, will be interesting to those who read the article on Cambrai in the July number. It certainly would appear from General Paterson's statement that the situation in front would have permitted his going forward with the whole of his regiment, but whether the remainder of the Brigade was so placed as to be able to support him, could only be judged by the Brigadier:—

‘Major Walker (Machine-Gun Squadron), who constructed the crossing by placing stop log timbers (10 by 10), four abreast, over the double lock in “G 27” (making a bridge 40 inches wide and 10 inches thick) stated that B Squadron led over the bridge in less than five minutes by his watch. I crossed the bridge myself at full gallop, having first notified Brigade Headquarters by messenger that B Squadron was over, and that the rest of my regiment was moving to the bridge.

‘The order not to cross the canal reached me after I had crossed and launched the leading squadron. I had no opportunity to “halt the other two squadrons,” as the messenger (Captain Cochrane) informed me that he had already turned them back, acting under orders from the Brigadier. I was thus left without anything in my hand to support and recover the squadron already launched. I had no option but to endeavour to reach them myself, which I failed to do. Had my regiment not been split, there would have been no difficulty

in holding open the gap from Masnières to Crêvecœur, which was absolutely clear of the enemy (at least as far as Rumilly-Crêvecœur Road) when I went forward and when I returned several hours later with wounded and prisoners (walking). The entire German line had disappeared in this sector, and our infantry were digging in on the Masnières-Crêvecœur Road when I passed through, going forward. The only opposition was scattered long-range machine-gun fire from the village of Masnières East of the Canal. The Masnières-Beaurevoir line at this point consisted only of an outline of trenches, dug less than one foot deep, with an occasional strand of wire, and was not even sufficient of an obstacle to slow the advance. The most serious obstacle was a high fence on the Rumilly-Crêvecœur Road, evidently erected as a screen, and which was cut without difficulty by the leading squadron.'

* * * *

'There has never been the slightest doubt in my mind that, had the leading squadron been supported with vigour, the whole operation on that side of Cambrai would have been carried out as planned. In fact, a year later, when I had the opportunity of questioning the civilians in the neighbourhood of Le Cateau, I was informed that the Germans were in confusion even that far back, stating that the British Cavalry were through.'

RECENT PUBLICATIONS

'Crown and Company' and 'Neill's Blue Caps' constitute Vol. II. (2nd Battalion) and Vol. III. (1st Battalion) of the Historical Records of the Royal Dublin Fusiliers. By Colonel H. C. Wylly, C.B. These two volumes form a valuable addition to the regimental histories of the War. They have been carefully compiled and illustrated and form a complete record of the magnificent work done by the Regiment during the war. The broader aspects of the campaign are continually introduced in such a way that it amounts to a history of the war on the Western front from the regimental point of view, and as such is worthy of careful study.

'The Official History of Australia in the War of 1914-18. Vol. VII. Sinai and Palestine.' By H. S. Gullet. Angus & Robertson, Ltd., 89 Castlereagh Street, Sydney. Price, 28s.

ALTHOUGH the book runs to nearly 800 pages it holds the reader's attention from first to last. It is a brilliant piece of descriptive writing, but the style is journalistic rather than historical, and there is a distinct lack of sound and reasoned criticism such as one would expect in an official history.

The writer is always ready to blame the British Cabinet and entirely fails to point out the difficulties under which they struggled. In his comparison between German and British strategy he says: 'Britain's three great campaigns against Turkey—in Gallipoli, Mesopotamia, and Palestine—were all more or less accidental in their origin and half-hearted in their conduct . . . The campaigns were sanctioned and undertaken without the enthusiasm, resolution, or military strength necessary to ensure their vigorous prosecution. Weak spasmodic thrusts with inadequate forces were launched in plenty; but there was nothing which showed that the Cabinet was seized of the first principle in warfare, the complete destruction of the enemy . . . Germany did it again and again, in swift, overwhelming campaigns. She destroyed Serbia in 1915 and Roumania in 1916. She shattered the Russian armies by the employment of the same resolute, decisive methods, and in 1917 she almost forced Italy out of the War. Contrast this masterful strategy and decisive action in subsidiary campaigns with the feeble performances of the Allies.'

We had always believed that the Revolution in Russia had more to do with the collapse of her Armies than the 'masterful strategy' of the Germans, and Mr. Gullet, either through ignorance or of malice aforethought, entirely fails to mention that the strategy of the Central Powers was only made possible by their initial possession of 'the interior lines' and what to all intents and purposes amounted to unity of command.

Our readers must judge for themselves whether his description of the Yeomanry is historically accurate: 'The wealthy young men of England, when they respond whole-heartedly, as they always do, to the nation's call to arms, tend to treat their newly acquired military responsibilities in a very sporting manner They ask that the wretched business shall not, except as a last resort, seriously alter their regular habits of life They moved in great comfort.'

In commenting on the disaster to the Yeomanry at Katia, he pays a well-deserved tribute to the rank and file, who fought till their ammunition was exhausted; and continues: 'that the brigade was so faultily and dangerously disposed before the attack and so indifferently handled during the fighting does not detract from a singularly fine piece of work done by the enemy.'

No comment is made on the action of the Australians at El Damieh when the safety of the whole mounted column at Es Salt was endangered by the failure of the 4th A.L.H. Bdge. to hold the Turks on the flat ground between the Jordan and the foothills, but the casualties are not omitted: 'Grant's casualties at Damieh had in the circumstances been very light. Including gunners of the three Royal Horse batteries, they were: 1 officer and 1 other rank killed, 7 officers and 44 other ranks wounded, and 48 (chiefly made up of wounded and of ambulance men who had remained with them) missing; all the guns of the Notts Battery and 'A' Battery of the Honourable Artillery Company, and one of 'B' Battery were lost.'

Perhaps Mr. Gullet thinks that further comment is unnecessary.

The book is well illustrated and the maps are good.

Back numbers of the CAVALRY JOURNAL, from 1906 to 1914, are on sale at 2s. post free.

Annual volumes, bound in white forril cover, with red design and lettering, also covers, price 3s. 6d., ready for binding, are available on application to the CAVALRY JOURNAL, Royal United Service Institution, Whitehall, S.W. 1.

Officers on the active list writing for the Journal may be under no anxiety as to their responsibility. Articles, previous to publication, will be revised by recognised authority.

THE INTERNATIONAL HORSE SHOW, 1928

OLYMPIA.

THE annual show was held at Olympia this year from June 23-30, and it is gratifying to be able to state that it was a great success. All classes were well filled and the quality of horses and ponies (both riding and driving) was, on the whole, well up to standard.

There were several interesting classes among the hunters and hacks. There was also a noted improvement in the quality of polo ponies as compared with previous years.

Reference in these notes is, however, chiefly confined to the military classes and the jumping.

The winners in the officers' classes were :—

Heavy Weight Chargers.

1st Riding Establishment, R.A., Woolwich	...	...	Wellington.
2nd. An unnamed horse of Royal Horse Guards	...	...	—
3rd. Captain de Laissardiére's	...	...	Loot.

Light Weight Chargers.

1st. Major V. D. S. Williams	...	...	The Clown.
2nd. Lieut.-Colonel J. H. Gibbons (R.F.A.)	...	...	Sirdar.
3rd. Lieut. A. Broughton (Life Guards)	...	...	Sunday.

The numbers of horses entered in the above and their standard of training was disappointing and it is to be hoped that more officers will be encouraged to enter next year.

Officers' Cobs under 15.2.

1st. Major Walter Brooke	...	...	Gladeye.
2nd. Major R. Stewart Richardson	...	...	Pure Gold.
3rd. Equitation School	...	...	Wallop.

Officers' Horses over 15.2.

1st. Major Derek Richardson (10th Hussars)	...	...	Linthouse.
2nd. Equitation School	...	...	Woorali.
3rd. Commander J. M'Cowen	...	...	Dover Patrol.

The former of these two classes was a decided improvement on last year.

The Jumping competitions were as usual the chief attraction to the public. It was satisfactory to see that there was an all-round improvement in the British jumping, but it was not surprising to those who had seen the excellent display of jumping by British officers at the Royal Tournament.

Interesting articles have recently appeared with regard to the Italian system of jumping: such articles and the performances of foreign officers at Olympia naturally cause considerable discussion on the different systems of jumping. There is much to be said for each system, but for all-round practical purposes there is little doubt that the present system of equitation is the most suited to the requirements of the British Army. Moreover it is the opinion of many sound judges on the subject that in the end our system will prove also to be the best for show jumping.

It should be remembered that not nearly such a high proportion of British officers take part in show jumping as is the case in foreign armies and that show jumping is not encouraged to the detriment of polo and other sports or games.

The chief winners in the different competitions were:—

Competition No. 1.

Section A : 1st.	{	Captain Count Borsarelli (Italy) ...	Don Chisciotte.
		Equitation School, Lieut. Hervey, R.F.A. ...	Wolverton.
		Lieut. Lemoyne (France) ...	Manitoba.
Section B : 1st.	{	Lieut. Breuls (Belgium) ...	As de Pigne.
		Captain Count Calvi di Bergolo (Italy) ...	Carnoscino.
		Captain de Laissardière (France) ...	Grey Fox.
Section C : 1st.	{	Lieut. V. Richie, R.F.A. ...	Konkers.
		Mr. A. Loewenstein ...	Ping Pong.
		Captain Count Calvi di Bergolo (Italy) ...	Sbruffo.
		Major C. T. Walwyn, R.H.A. ...	Stuck Again.

Competition No. 2.

Section A : 1st.	{	Sir R. Gallenga Stuart (Italy) ...	Fortunello.
		Equitation School, Lieut. Vining, R.F.A. ...	Wanderoo.
		Equitation School, Lieut. Hervey, R.F.A. ...	Wolverton.
Section B : 1st.	{	Mr. H. Field ...	Hunter Bunter.
		Equitation School, Captain P. Bowden-Smith, 4th Hussars ...	Rozzer.
Section C : 1st.	{	Equitation School, Captain E. de Fonblanque, R.H.A. ...	War Baby.

Competition No. 3.

Section A : 1st.	{	Equitation School, Lieut.-Colonel Malise Graham, 10th Hussars ...	Broncho.
		Captain Count Calvi di Bergolo (Italy) ...	Carnoscino.
		Mr. Marsarella ...	Gay Boy.
Section B : 1st.	{	Lieut. Lemoyne (France) ...	Manitoba.

Canadian Cup.

1st.	{	Captain Count Borsarelli (Italy) ...	Don Chisciotte.
2nd.	{	Equitation School, Captain E. de Fonblanque, R.H.A. ...	War Baby.
		— ...	Whisper.

King George's Cup.

1st.	Captain de Laissardière (France)	Grey Fox.
2nd.	Lieut. Lemoyne (France)	Manitoba.
3rd.	{ Equitation School, Lieut.-Colonel Malise	
	{ Graham, 10th Hussars	Broncho.
	{ Major C. T. Walwyn, R.H.A.	Stuck Again.
	Lieut. H. G. Morrison, R.H.A.	Bobalink.

Connaught Cup.

1st.	Equitation School, Lieut.-Colonel Malise Graham, 10th Hussars	Broncho.
2nd.	Equitation School, Captain K. Dunn, R.H.A. ...	Woorali.
3rd.	{ Lieut.-Colonel J. H. Gibbon, R.F.A.	Sirdar.
	{ Lieut. H. Uniacke, R.F.A.	Jesuit.
	{ Equitation School, Lieut. C. Brunker, R.H.A. ...	Peter.
	{ Equitation School, Captain P. Bowden-Smith, 4th Hussars	Rozzer.
	{ Equitation School, Captain E. de Fonblanque, R.H.A.	War Baby.
	Equitation School, Captain K. Dunn, R.H.A. ...	Winstowe.

Daily Mail Cup.

1st.	Captain Count Borsarelli (Italy)	Don Chisciotte.
2nd.	Lieut. Lemoyne (France)	Manitoba.
3rd.	Equitation School, Captain E. de Fonblanque, R.H.A.	War Baby.

Prince of Wales's Cup.

1st.	Italy - -	{ Captain Count Borsarelli	Don Chisciotte.
		{ Captain Count Calvi de Bergolo... ..	Sbruffo.
		{ Lieut. Legnio	Trebecco.
2nd.	Great Britain	{ Lieut.-Colonel Malise Graham	Broncho.
		{ Captain E. de Fonblanque	Whisper.
		{ Lieut. H. G. Morrison	Bobalink.

France and Belgium also competed.

There were also High Jump and Novices Competitions.

A new event—the Scurry Stakes—was tried; this does not exactly suit the style of jumping as taught in the British Army, but is perhaps a source of amusement to the public.

SPORTING NOTES

RACING

TALKING of breeding, a horse that has been the most successful sire in South America for many years has just died at the age of 26. It was a very near thing that he ever covered a mare at all, to say nothing of winning the 2,000 Guineas, the Derby and the St. Leger. Diamond Jubilee, the late King Edward's horse. He was such a savage in his early days that it was decided to add him to the list. Mr. Barrow, a famous vet., was called in, and gave it as his opinion that, owing to a certain physical difficulty, it would be a very serious operation, and he hesitated to undertake it. It was then decided to give the horse another chance and put him through another course of breaking. This did not do much good, as the horse had a violent dislike to jockeys of all kinds, and on one occasion nearly killed M. Cannon. It was then discovered that the only person who could do anything with him was the boy who did him in the stable and rode him at exercise. This boy was quite unknown as a jockey, but, being between the devil and the deep sea, it was decided to allow the boy to ride him in his races. This he did with great success, winning the three classic races on him and making his name as a jockey. Of course we allude to Herbert Jones, who still rides a very good race.

Owing to Diamond Jubilee's own brother, Persimmon, being lord of the harem at Sandringham, Diamond Jubilee was sold for 30,000 guineas to go to South America, and was very cheap at the price.

Every one knows the story of the late Mr. Fairie Cox taking some shares in an unknown mine in Australia as a gambling debt and so becoming a very rich man. This was a bit of luck, but it was nearly equalled when he became possessed of a mare called Galicia, who has just died. Her produce won about £80,000 while in training on the turf, not to mention stud fees earned by her three famous sons Bayardo, Lemberg and Kwang Su. Bayardo died rather early, but Lemberg is very nearly at the head of the winning sires this year. The two former stood at a fee of from £300 to £400, and the latter we think is at £98. Each horse would cover about 40 mares each season. Anyone interested can easily work out the sum these horses have brought in to their lucky owners—we say owners, as Mr. Fairie Cox died a short time ago and left his horses to his brother.

THE ST. LEGER.

THE ST. LEGER STAKES of 50 sovs. each, with 4,000 sovs. added; breeder of winner receives 500 sovs., owner of second 400 sovs., and owner of third 200 sovs. About one mile six furlongs and 132 yards.

TRANQUIL, br f by Swynford—Serenissima (Lord Derby), 8st 11lb...T. Weston 1
PAPYRUS, br c by Tracery—Miss Matty (Mr. B. Irish), 9st.....S. Donoghue 2
TERESINA, ch f by Tracery—Blue Tit (H.H. Aga Khan), 8st 11lb...G. Hulme 3

HUNTING

We have just received the first report of the 'Field Distemper Fund.' This is a matter that affects all Masters of Hounds. How much would they

save every year if there was a certain cure for distemper! The number of hound puppies that die from this disease every year is enormous. Of course it is not necessary for any pup ever to have distemper unless the disease is brought to them. With hounds puppies are sent out to walk all over the country. They are returned to kennel the following summer, and one or more are bound to bring the disease with them. If a pack of hounds had an outbreak of distemper during the hunting season it would be very disastrous. The usual method is that, as soon as one gets it, all the other puppies are allowed to get it too. Many may be lost, but it is better to get the pups over it before the hunting season.

We believe it has never been proved that dogs cannot have distemper twice, but the present idea is that once sees them through. If the distemper is of a virulent form many pups die, and the Master may find himself short of hounds at the beginning of the season. This means extra expense in buying more hounds to fill up the vacancies. We notice in the list of subscribers that many hunts have not given much towards the fund, and we wonder why. A certain cure for distemper would save every hunt hundreds of pounds per annum! Why not help to find one? Subscriptions have come in from all parts of the world, but still more money is wanted. It is a farce to ask the best people in the world to find a cure and then starve them for a few pounds.

From February 1 to July 19, 1923, £4,257 2s. 1d. has been collected; out of this, £3,540 is to be expended in the erection of kennels, where the work will be done. This leaves £1,800 in reserve for current expenses in 1924, and the same for 1925, thanks to the annual subscriptions promised. We hope hunts and all dog-lovers will plank down their money.

POLO

Our Army has accepted a challenge from the American Army. The team is composed of Major Hurndall, 14/20th Hussars; Major Lockett and Colonel Melvill, both of the 17/21st Lancers; Mr. W. S. McCreery, 12th Lancers, and Mr. J. G. Leaf, 15/19th Hussars. We are sorry that this team could not play some matches as a team before leaving England.

The Committee of the Hurlingham Club announce that the ordinary membership of the club is now full and a waiting list had been opened. The Committee are prepared, however, to entertain applications for Life Membership, and to admit such members without delay on payment of £110 down or three annual instalments of £40 each, on application to Capt. Denis Murray, Secretary.

The Inter-Regimental Tournament was played just too late for the July CAVALRY JOURNAL.

First Ties.

The Life Guards beat Royal Horse Guards by 7 goals to 3.
14/20th Hussars beat Royal Artillery by 8 goals to 6.

Second Ties.

The Life Guards beat 14/20th Hussars by 8 goals to 5.
15/19th Hussars beat 13/18th Hussars by 10 goals to 0.
Royal Dragoons beat 10th Hussars by 6 goals to 5.
17/21st Lancers beat 12th Lancers by 10 goals to 3.

Semi-Final Round.

The two ties in the semi-final round were played at Hurlingham on July 4.

15/19TH HUSSARS.	<i>v.</i>	LIFE GUARDS.
1. Capt. N. W. Leaf.		1. Marquis of Blandford.
2. Mr. J. G. Leaf.		2. Mr. W. Filmer Sankey.
3. Capt. G. V. Douglas.		3. Hon. A. M. A. Baillie.
Bk. Lt.-Col. Hon. J. D. Y. Bingham.		Bk. Lt.-Col. H. C. S. Ashton.
7 goals.		1 goal.
17/21ST LANCERS.	<i>v.</i>	ROYAL DRAGOONS.
1. Lt.-Col. T. P. Melvill.		1. Capt. D'A. F. H. Harris.
2. Capt. C. C. Lister.		2. Capt. C. G. W. Swire.
3. Mr. H. W. Forester.		3. Major R. Houston.
Bk. Capt. D. C. Boles.		Bk. Major E. W. T. Miles.
7 goals.		2 goals.

In the final the 17th/21st Lancers beat the Hussars by five goals to two.

Subalterns' Cup.

ROYAL HORSE GUARDS.	<i>v.</i>	LIFE GUARDS.
1. Mr. F. G. W. Jackson.		1. Mr. W. Filmer Sankey.
2. Mr. H. R. Broughton.		2. Marquess of Blandford.
3. Mr. H. Abel-Smith.		3. Hon. A. M. A. Baillie.
Bk. Mr. D. B. Daly.		Bk. Mr. R. C. H. Jenkinson.
6 goals.		4 goals.
12TH LANCERS.	<i>v.</i>	13/18TH HUSSARS.
1. Mr. G. B. Clifton-Brown.		1. Mr. J. F. Morris.
2. Mr. R. L. McCreery.		2. Mr. J. H. Hirsch.
3. Mr. W. S. McCreery.		3. Mr. W. W. N. Davies.
Bk. Mr. A. S. C. Browne.		Bk. Mr. W. Anson.
11 goals.		6 goals.
17/21ST LANCERS.	<i>v.</i>	ROYAL DRAGOONS.
1. Mr. R. B. Cooke.		1. Mr. W. W. B. Scott.
2. Mr. D. C. J. Miller.		2. Mr. G. W. Ferrand.
3. Mr. H. W. Forester.		3. Mr. P. L. Wilson.
Bk. Mr. H. C. Walford.		Bk. Mr. A. S. Casey.
11 goals.		2 goals.
15/19TH HUSSARS	<i>v.</i>	10TH HUSSARS.
1. Mr. C. Cockayne-Frith.		1. Prince Henry.
2. Mr. W. R. N. Hinde.		2. Mr. H. J. Mylne.
3. Mr. J. G. Leaf.		3. Mr. C. B. Harvey.
Bk. Mr. T. F. Meyrick.		Bk. Mr. J. D. Hignett.
20 goals.		0 goal.

Semi-Final Round.

12th Lancers (8 goals) beat Royal Horse Guards (7 goals).

15/19th Hussars (7 goals) beat 17/21st Lancers (3 goals).

Final.

12th Lancers (6 goals) beat 15/19th Hussars (5 goals).

We have just received a letter from Colonel Melvill, the number one of our Army team in America. He regrets the fortnight's delay in shipping the ponies owing to the dockers' strike, and thinks the earliest possible date for the first match will be October 12 or 13. He regrets that the team never played any matches as a team in England before leaving for America, which agrees with what we have already written. Team work is everything in Polo.

He says the American Army team is playing very well as a team, and had a good deal of practice. They are very well mounted, and have just won the Junior Championship Tournament very easily. They are taking the contest very seriously and doing all they can to appear on the Polo ground as a well-mounted, well-drilled team. We wish our people had taken the same trouble.

Colonel Melvill also adds that he does not think it is by any means an easy walk-over for our team.

The team selected for the first match is :—

1. Lieut.-Colonel T. P. Melvill.
2. W. S. McCreery.
3. Major F. B. Hurndall.
4. Major V. N. Lockett.

Colonel Melvill and Major Lockett Injured

During a practice game at New York, Lieut.-Colonel T. P. Melvill received a blow in the face from a mallet wielded backhand by another player and was forced to retire.

Another member of the team, Major Vivian Lockett, has been going about on crutches owing to an injured leg, but both he and Colonel Melvill hope to be fit in time for the big matches, the first of which takes place at Meadowbrook.

Tigers' Victory over Meadowbrook

In defeating Meadowbrook by eight goals to seven, the Indian Tigers polo team gave a magnificent display. The feature of their play was their driving, which was so brilliantly accurate as to frequently leave the Americans bewildered. All efforts of Meadowbrook to break up the Tigers' excellent teamwork failed entirely in the early stages, and the visitors quickly established a formidable lead, but towards the end Meadowbrook improved and reduced the Tigers' advantage.

For the winners Major Jaswant Singh was in wonderful form and hit five of the eight goals scored. The remaining goals were scored by Major Atkinson (two) and Captain W. S. Griffiths (one). For Meadowbrook Mr. J. Watson Webb hit five and Mr. F. S. Van Stade two goals. Teams :—

Tigers.—Major Jaswant Singh, Major E. G. Atkinson, Captain W. S. Griffiths, and Colonel Jogindra Singh (back).

Meadowbrook.—Mr. J. Watson Webb, Mr. F. S. Van Stade, Mr. D. Milburn, and Mr. Richards (back).

British Army Team in America

We have just received a cable to say our team was beaten by the United States Army team in the first match by ten goals to seven. This is just what we expected. Of course, we have had bad luck, what with the delay of sending the ponies over and then the accidents to Colonel Melvill and Major Lockett. We must, however, protest against our happy-go-lucky methods. The team was chosen early in July, but they never played a game together as a team before leaving for America. On the contrary, the American Army team have been playing together for months. In these days of international competitions, when other nations go out of their way to send their best representatives, unless we do the same we are bound to be beaten.

The second match has now been played and we have won it by 12 goals to 10. Major Lockett was not able to play and his place was taken by Major Atkinson of the Indian Tigers team. The result of the third Army match in America has just been received and our team has been beaten by 10 goals to 3, and so we have lost the rubber. Major Lockett apparently played in the final match. After his accident, and being on crutches for so long, we can hardly think he was fit enough to play in such a strenuous match.

ALDERSHOT HORSE SHOW

THE LONG DISTANCE RIDE.—At Aldershot's fifth Military Horse Show the outstanding item was the competition for the Duke of Connaught's Challenge Cup, which consisted of a long distance ride of 20 miles, and tests of jumping and *manège*. The competitors were sent off at intervals for their ride, and on their return to the show ring had to jump a course of six leaps. Quite the most exciting event of the day was the pack artillery competition, in which, batteries galloped across the arena with their pack animals and got their guns assembled and into action in a remarkably short space of time.

The Equitation School, Weedon, took the three first places in the long distance ride, the winner being ridden by Lt. Davy, 10th Hussars, the second by Capt. Dunn, and the third by Capt. De Pret. All the six starters finished and were in wonderfully good condition after their ride. Results :—

Col. Commandant A. E. W. Harman was awarded the King's Challenge Cup, presented by His Majesty for the best horse in the Aldershot Command, with Omelette, a big-boned bay horse, and his Terrot was reserve. Omelette had previously taken the chief award in the weight-carrying hunters' class. Col. J. H. Gibbon's twenty-year-old Sirdar showed that its jumping days are not yet over by winning a jumping competition.

SALE OF ARAB HORSES AT HOME

The Rev. D. B. Montefiore, secretary of the Arab Horse Society, was the auctioneer at a sale of pure-bred Arab horses, the property of Mr. S. G. Hough, at Theydon Bois, Essex. Most of the animals were bought for Burmah, the United States, and Australia. In all fifteen horses realised £916, the best price being 110 guineas.

The most interesting animal offered was Shahzada, the stallion which has twice won the first prize in the Arab Horse Society's endurance tests. Mr. Hough recently refused 900 guineas for him, and at yesterday's sale he was withdrawn at 1,000 guineas.

To prove his contention that a man walking can beat a man on horseback over a long distance road journey, George Cummings, the professional walking champion of the world, made a wager that he would walk the 200 miles from London to York in less time than was taken recently by Mr. G. Tyrwhitt Drake on his Arab horse, The Sheik. This he accomplished, beating the horse's time by 2 hours 1 sec.

INDIA

Steps were taken early in the year to form a 'National Horse Breeding and Show Society for India,' the objects of the Society include the encouragement of breeding, and to start an Indian stud book.

It is proposed to divide the stud book into the following sections :—1. Thoroughbreds; 2. Arabs; 3. Indigenous—Kathiawari, Marwari, Punjabi,

Baluchi; 4. Standard bred (a) horses bred in India with known Arab or thoroughbred strains to four generations; Standard bred (b) open to horses bred in India with known indigenous (section 3) or thoroughbred strains to four generations.

EGYPT

Polo

Inter-Regimental Cup.—This was won by the 9th Lancers, who beat the 31st Lancers in the final by one goal. It was a very even and good game all through. The following teams competed :—

31ST LANCERS.

Major N. F. C. Mulloy.
Capt. R. J. Corner.
Capt. F. R. Bucher.
Lt.-Col. A. Campbell-Ross.

8TH HUSSARS.

J. E. M. Bradish-Ellames.
G. P. Kilkelly.
P. E. F. Chirnside.
Lt.-Col. J. Vander-Byl.

5/6TH DRAGOONS.

C. F. Keightley.
Capt. J. M. Graham.
Major H. O. Wiley.
Capt. E. S. D. Martin.

9TH LANCERS.

Lt.-Col. J. Greene.
L. H. Harris.
Lt.-Col. F. Cavendish.
Major G. F. Reynolds.
(Hon. D. Erskine played in final
vice Lt.-Col. Greene.)

R.H.A.

B. J. Fowler.
Capt. W. R. E. Harrison.
C. G. G. Nicholson.
Capt. C. W. Allfrey.

First Round.

5/6th Dragoons beat 8th Hussars by 7 goals to 6.

Semi-Finals.

31st Lancers beat 5/6th Dragoons by 4 goals to 3.

9th Lancers beat R.H.A. by 4 goals to 2.

Final.

9th Lancers beat 31st Lancers by 5 goals to 4.

THE RHINE

At the Inter-Allied Military Race Meeting at Düsseldorf the chief event, the Prix du Rhin, was won by Lieut. Sturt of the 14th Hussars; Lieut. Metzgen (France), 2; Major Barley (Great Britain), 3.

In an Artillery Competition the 130th Regiment of Heavy Artillery (France) was first, and our Artillery, second.



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